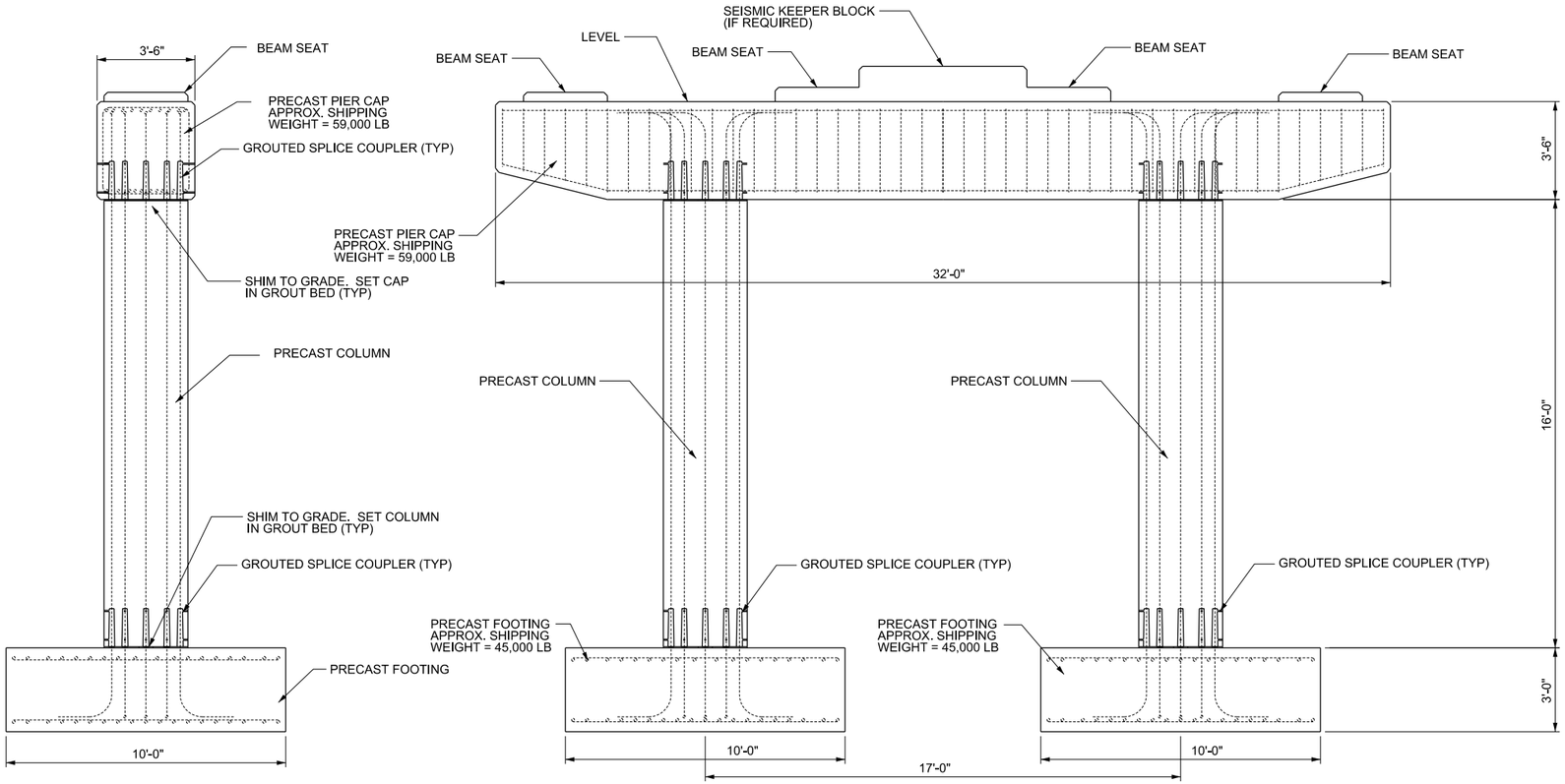

SIDE VIEW - PREFABRICATED 2 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

ELEVATION - PREFABRICATED 2 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

REVISIONS

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UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — DATE

CHAIRMAN STANDARDS COMMITTEE
APPROVED — DATE

DEPUTY DIRECTOR

STANDARD PRECAST PIERS
2 COLUMN BENT PIER
FOR LOW SEISMIC ZONES

STD. DWG. NO.
P-1

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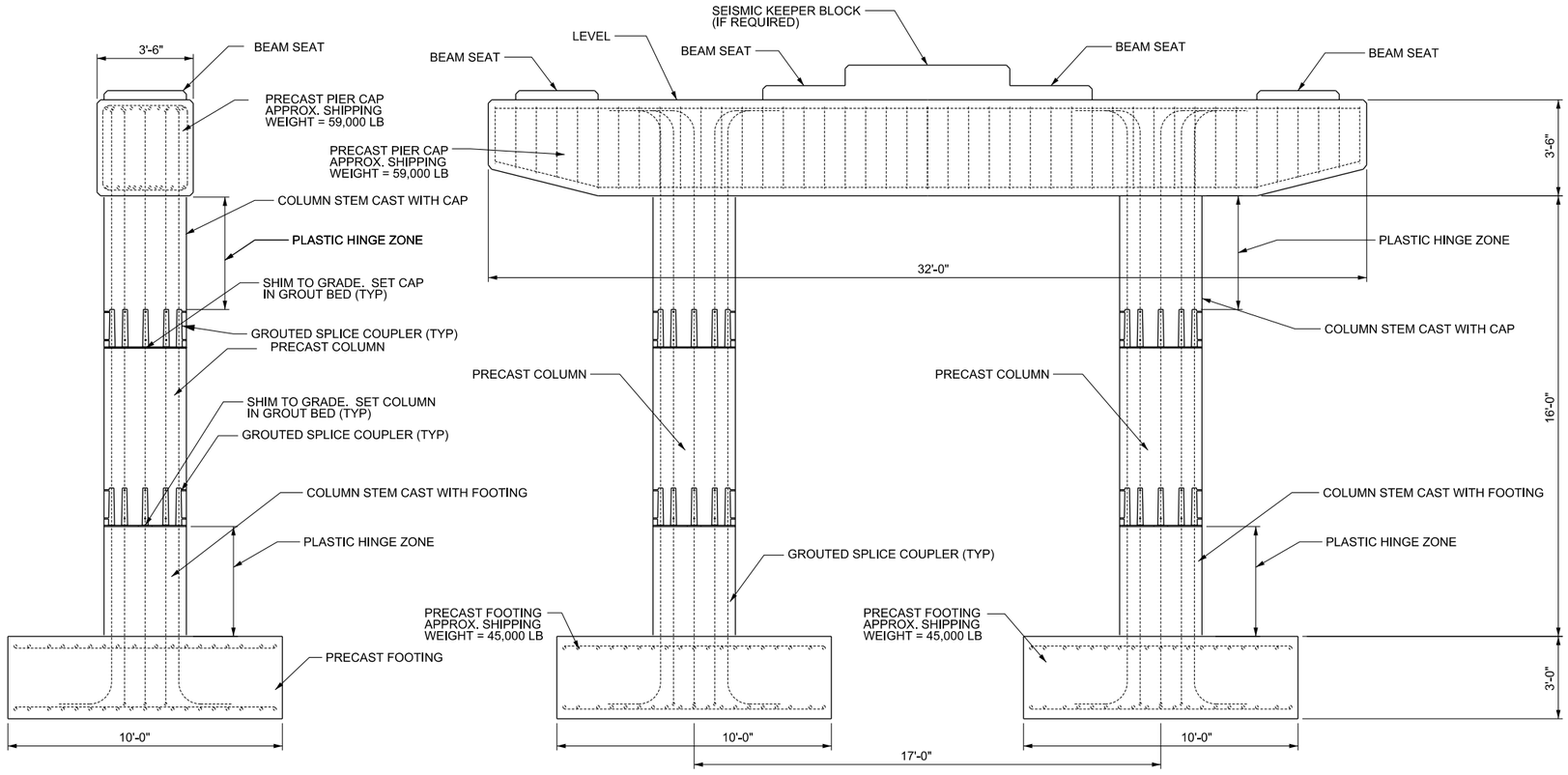
$$date$$



SIDE VIEW - PREFABRICATED 2 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES

ELEVATION - PREFABRICATED 2 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES

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DEPUTY DIRECTOR		DATE

STANDARD PRECAST PIERS
2 COLUMN BENT PIER
FOR HIGH SEISMIC ZONES

STD. DWG. NO.
P-2

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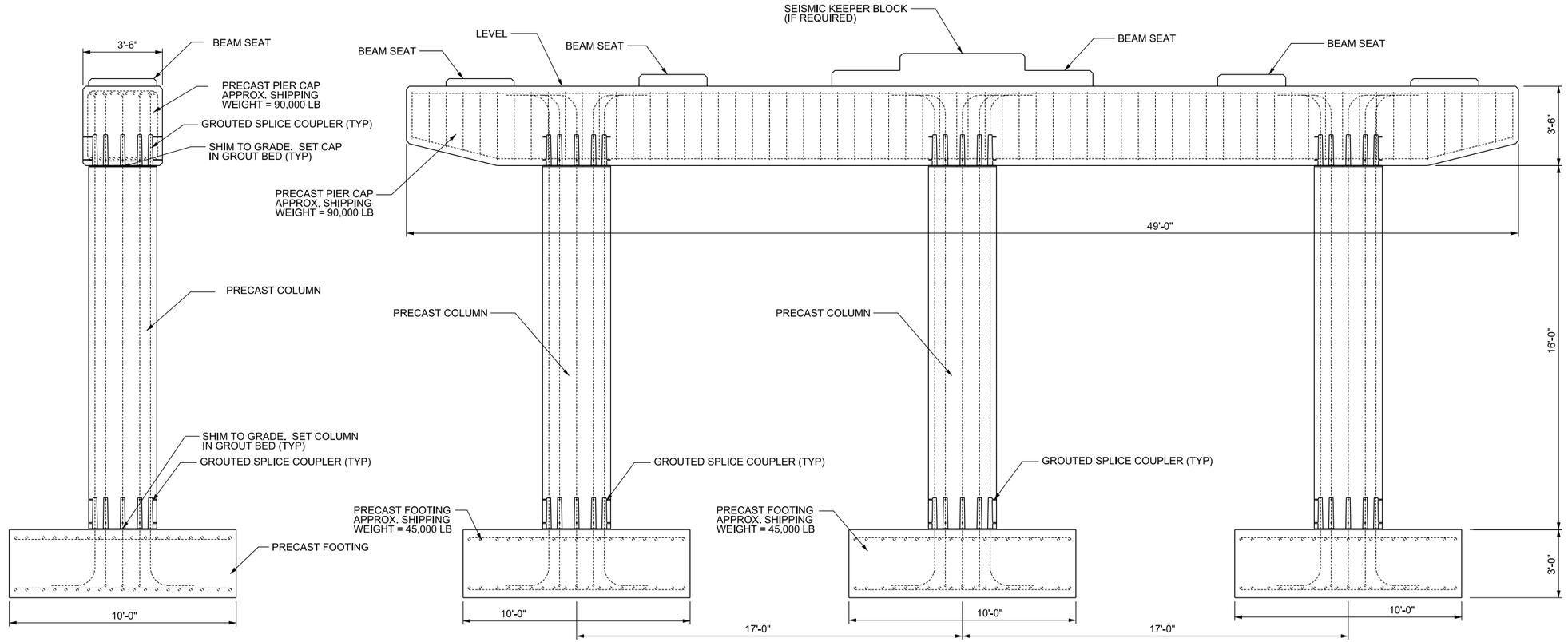

SIDE VIEW
PREFABRICATED 3 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

ELEVATION
PREFABRICATED 3 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

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DEPUTY DIRECTOR

STANDARD PRECAST PIERS
3 COLUMN BENT PIER
FOR LOW SEISMIC ZONES

STD. DWG. NO.
P-3

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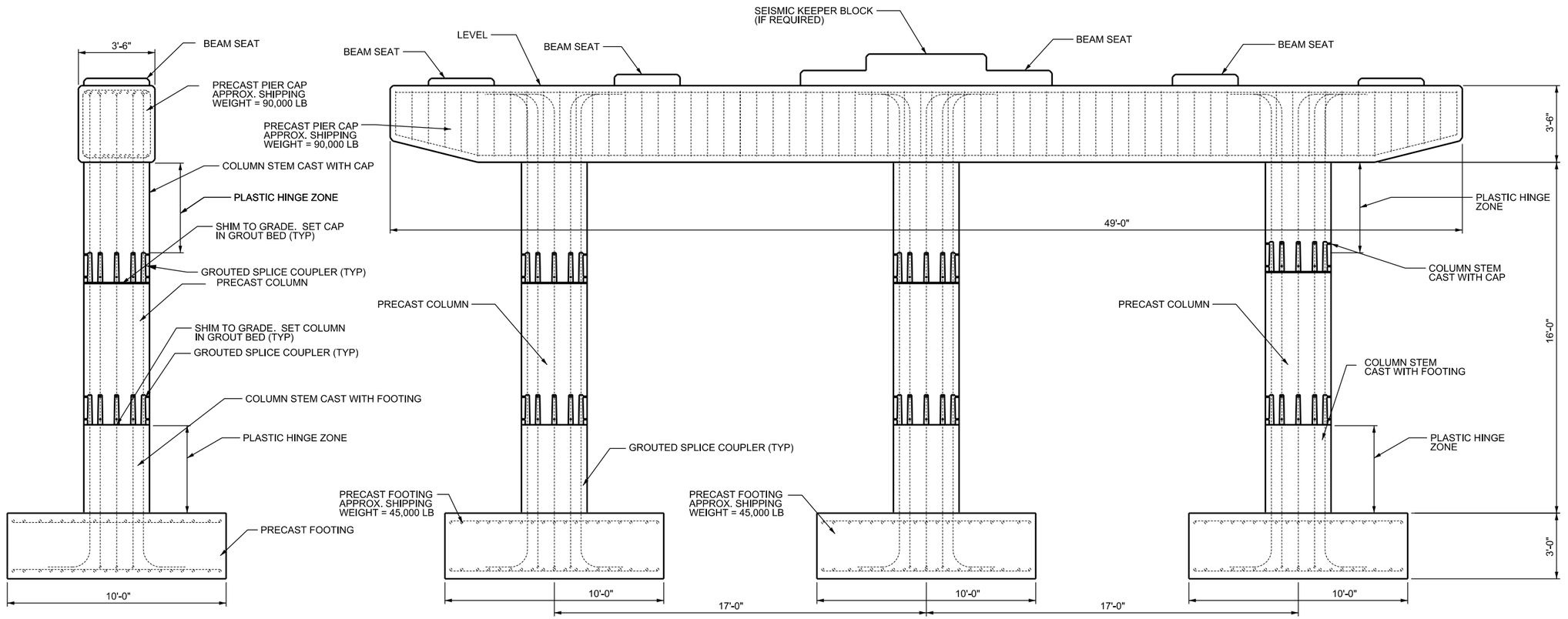

SIDE VIEW
PREFABRICATED 3 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES

ELEVATION
PREFABRICATED 3 COLUMN BENT PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES

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UTAH DEPARTMENT OF TRANSPORTATION
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SALT LAKE CITY, UTAH

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STANDARD PRECAST PIERS
3 COLUMN BENT PIER
FOR HIGH SEISMIC ZONES

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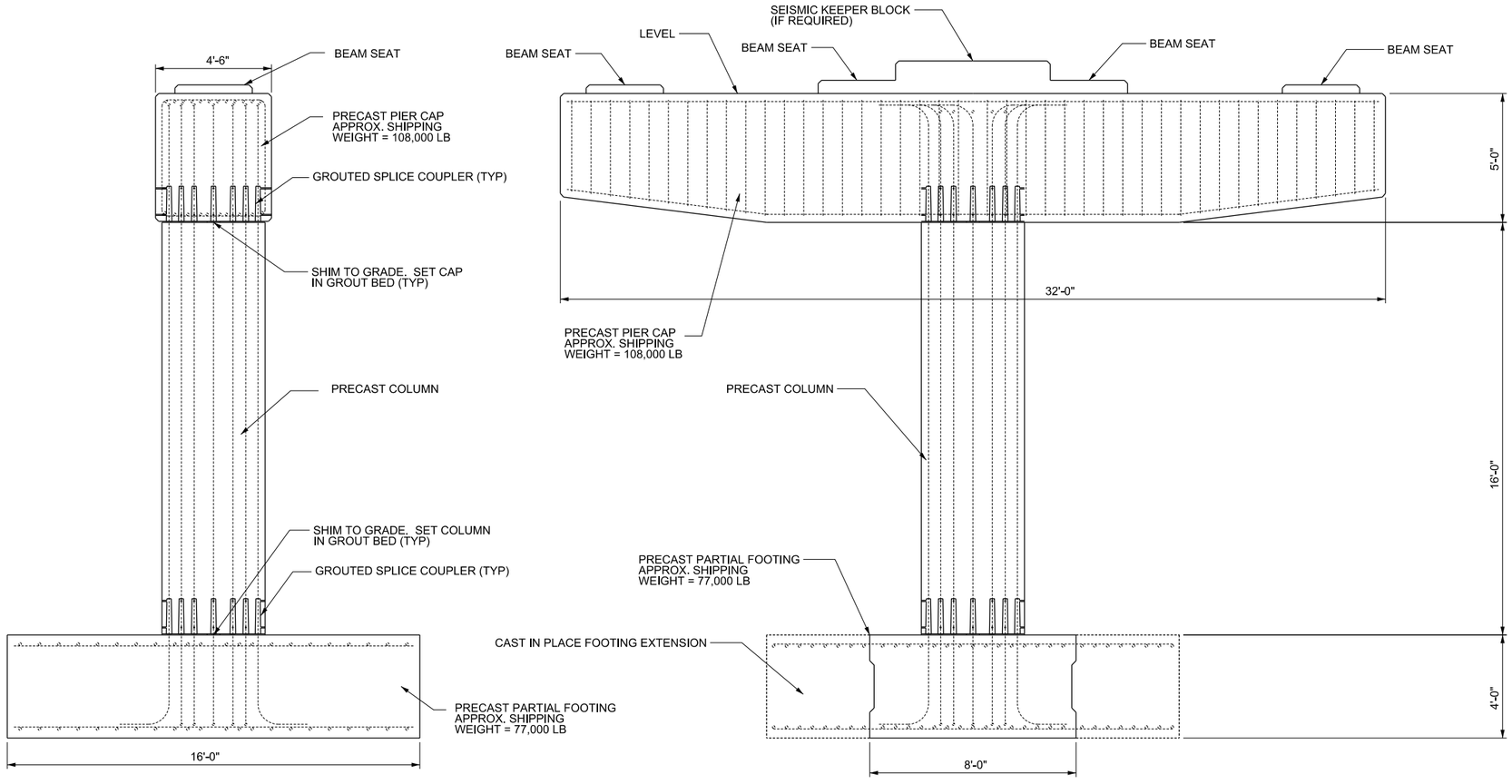

SIDE VIEW - PREFABRICATED HAMMERHEAD PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

ELEVATION - PREFABRICATED HAMMERHEAD PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DRAFT - NOT RELEASED FOR CONSTRUCTION

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DEPUTY DIRECTOR

STANDARD PRECAST PIERS
HAMMER HEAD PIER
FOR LOW SEISMIC ZONES

STD. DWG. NO.
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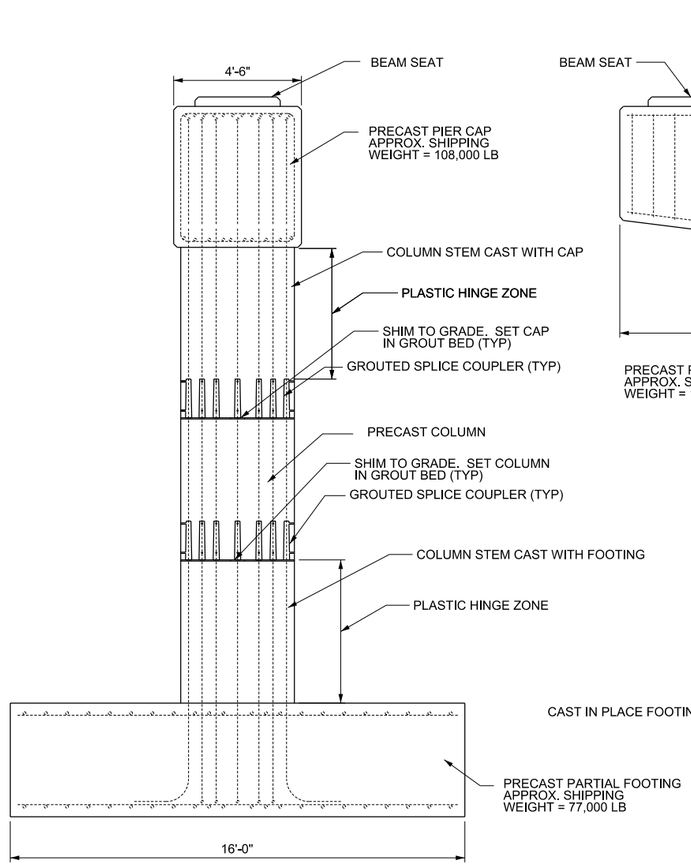
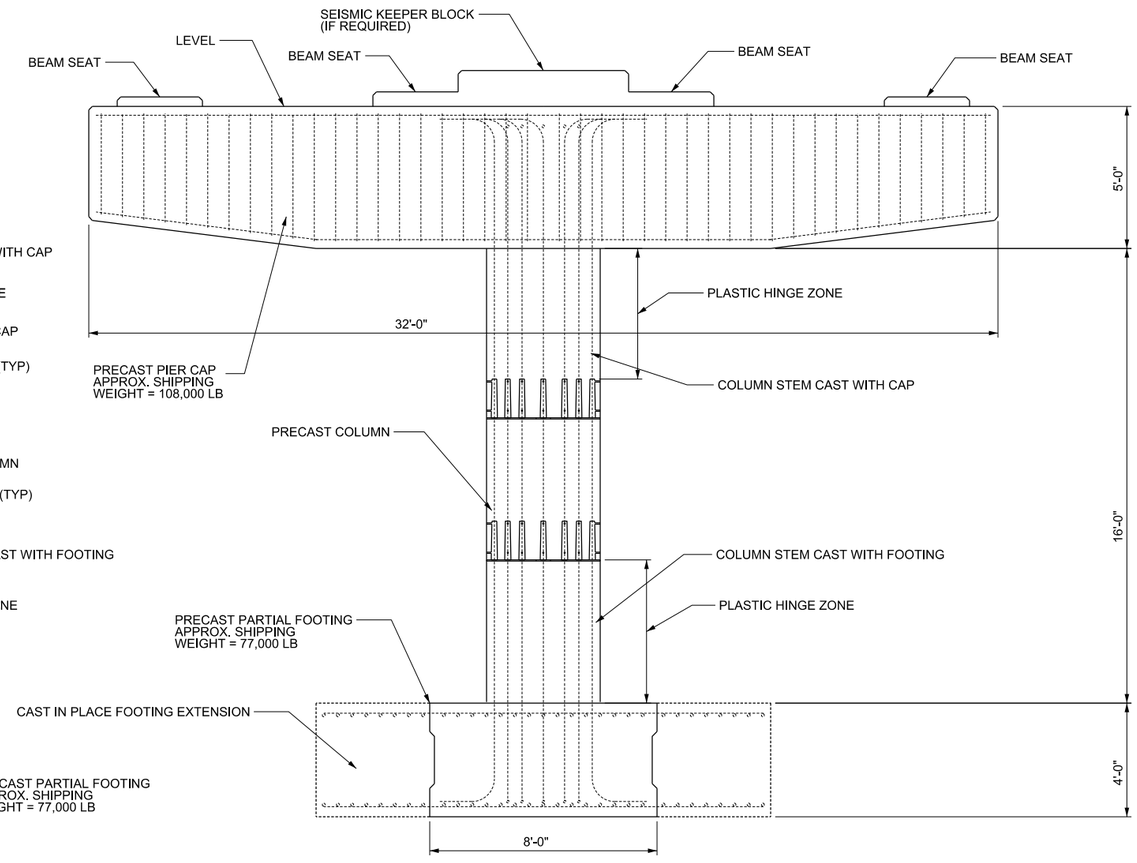


SIDE VIEW - PREFABRICATED HAMMERHEAD PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES



ELEVATION - PREFABRICATED HAMMERHEAD PIER

SCALE: 3/16" = 1'-0"

NOTE: DIMENSIONS SHOWN ARE SPECIFIC TO EACH PIER
DIMENSIONS WILL VARY ON DIFFERENT BRIDGES
COLUMN SHEAR REINFORCEMENT NOT SHOWN FOR CLARITY

DETAILS FOR HIGH SEISMIC ZONES

REVISIONS

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DEPUTY DIRECTOR

STANDARD PRECAST PIERS
HAMMER HEAD PIER
FOR HIGH SEISMIC ZONES

STD. DWG. NO.
P-6

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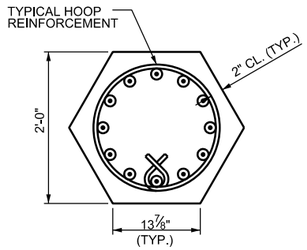
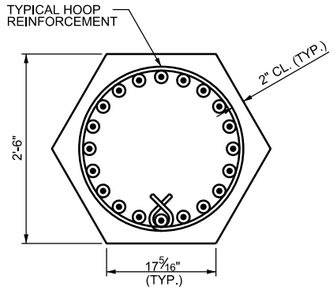
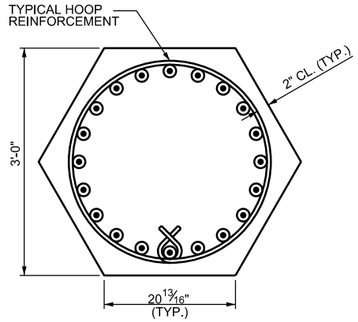


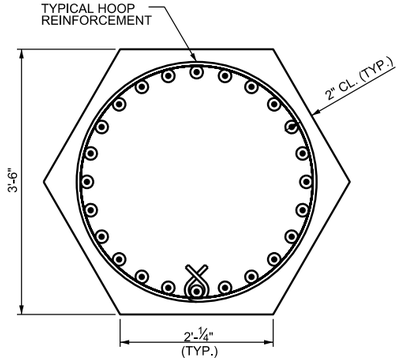
TYP. 2'-0" HEXAGONAL COLUMN SECTION



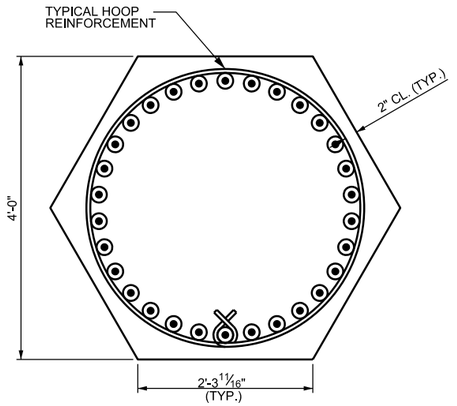
TYP. 2'-6" HEXAGONAL COLUMN SECTION



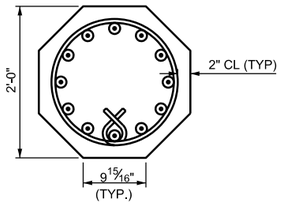
TYP. 3'-0" HEXAGONAL COLUMN SECTION



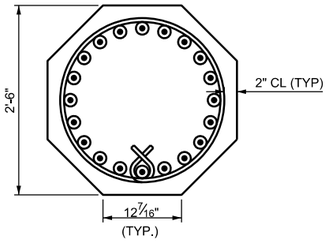
TYP. 3'-6" HEXAGONAL COLUMN SECTION



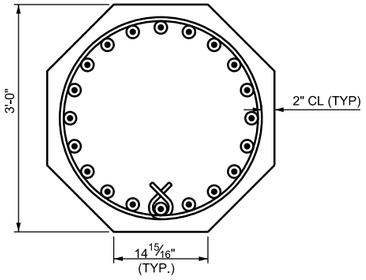
TYP. 4'-0" HEXAGONAL COLUMN SECTION



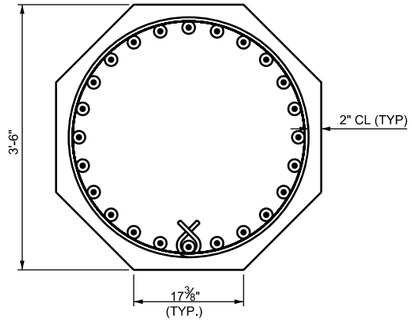
TYP. 2'-0" OCTAGONAL COLUMN SECTION



(TYP.) 2'-6" OCTAGONAL COLUMN SECTION



(TYP.) 3'-0" OCTAGONAL COLUMN SECTION



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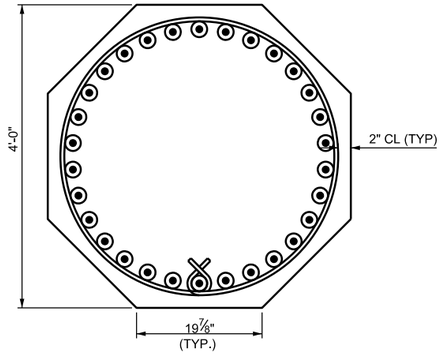

(TYP.) 4'-0" OCTAGONAL COLUMN SECTION

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REVISIONS

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UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

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DEPUTY DIRECTOR

STANDARD PRECAST COLUMNS
TYPICAL COLUMN SECTIONS

STD. DWG. NO.
P-7

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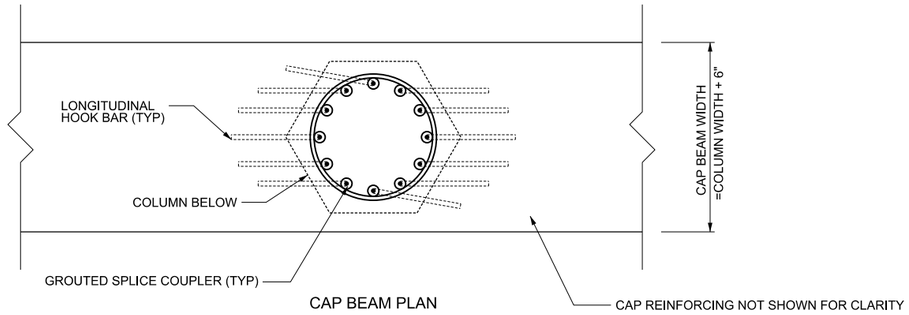
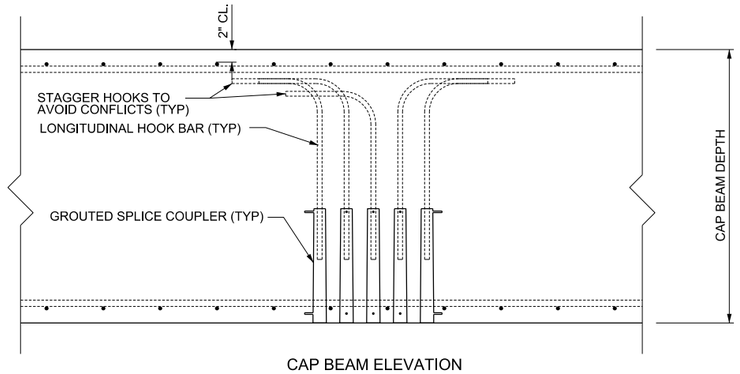
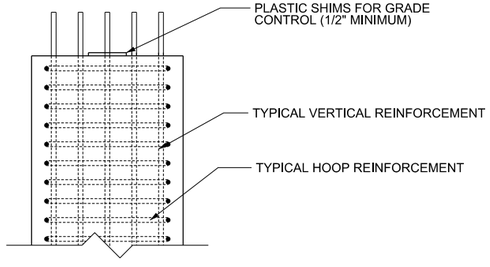


CAP BEAM PLAN

CAP REINFORCING NOT SHOWN FOR CLARITY

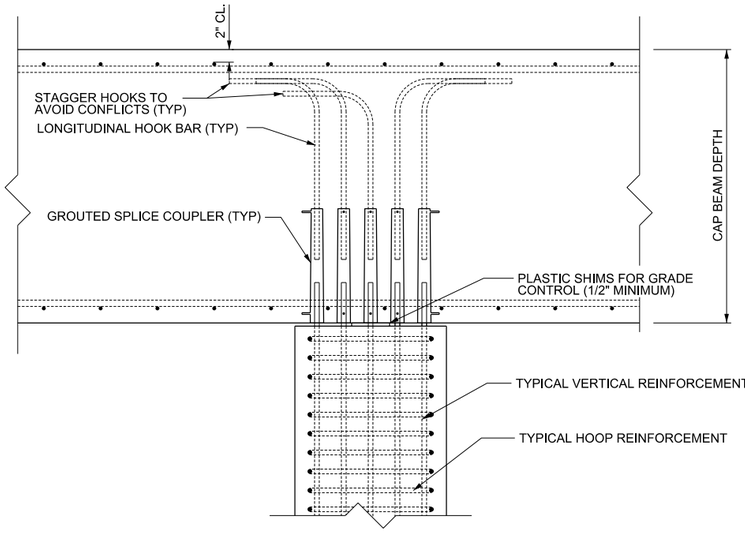


CAP BEAM ELEVATION

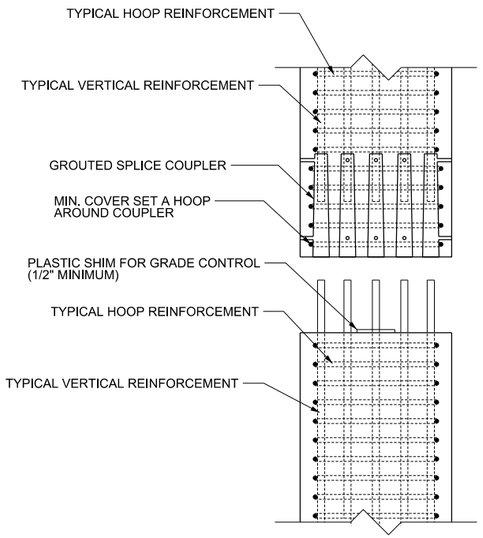


COLUMN ELEVATION

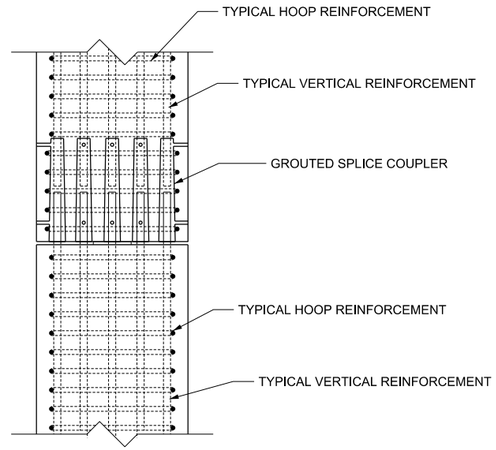
COLUMN TO CAP BEAM CONNECTION
PRIOR TO CONNECTION



COLUMN TO CAP BEAM CONNECTION
AFTER CONNECTION



COLUMN TO COLUMN
CONNECTION PRIOR TO CONNECTION



COLUMN TO COLUMN
CONNECTION AFTER CONNECTION

NOTE: COLUMN TO COLUMN SPLICE SHOWN, COLUMN TO FOOTING DETAILS SIMILAR

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DEPUTY DIRECTOR

STANDARD PRECAST PIERS
TYPICAL DETAILS

STD. DWG. NO.
P-8

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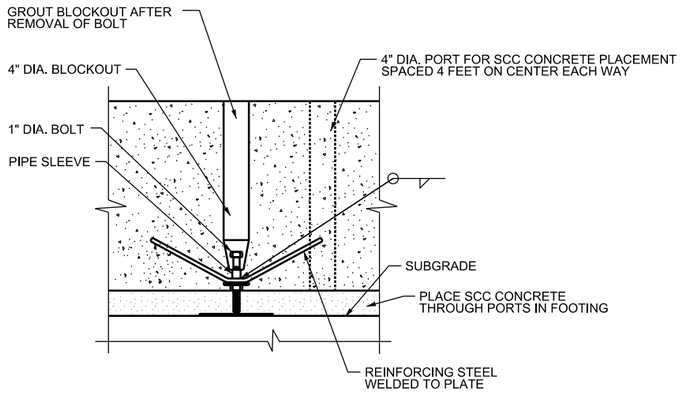
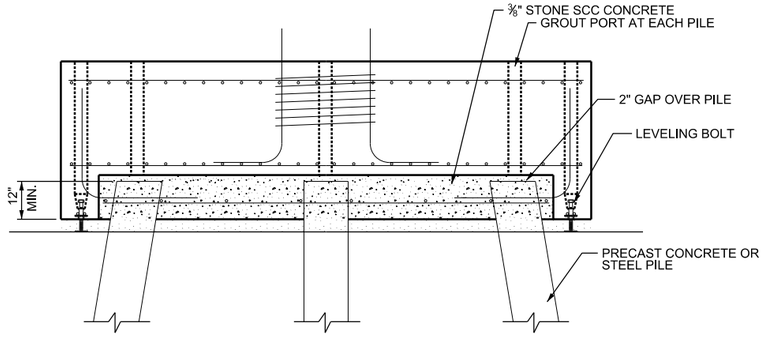


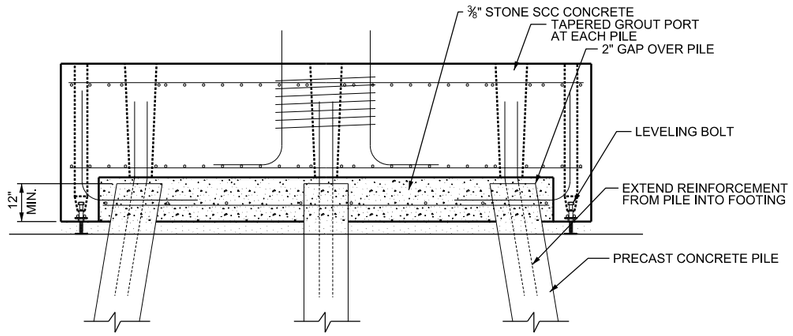
NOTES: REMOVE BOLT AFTER BASE GROUT HAS SET

ALTERNATE DEVICES MAY BE SUBSTITUTED BY THE CONTRACTOR WITHE APPROVAL FROM THE ENGINEER

SPREAD FOOTING INSTALLATION DETAIL

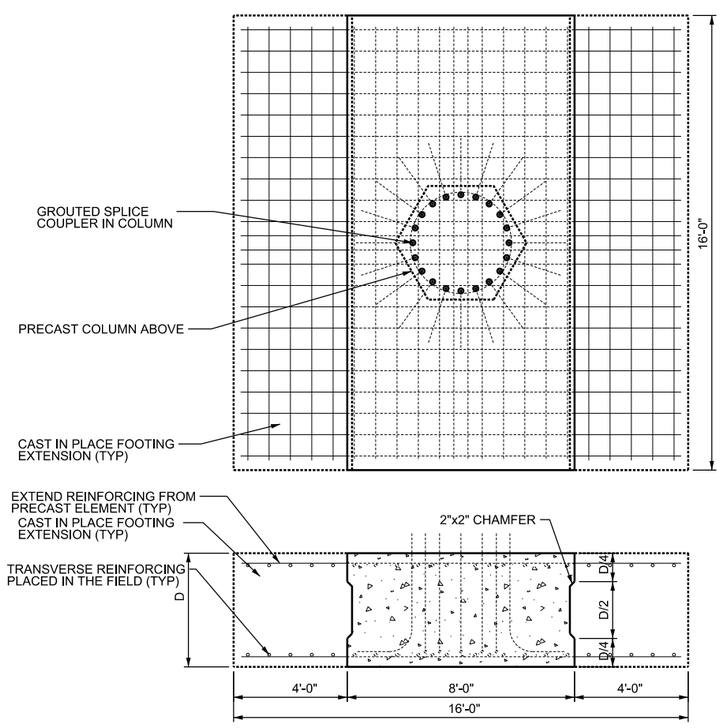


PRECAST FOOTING ON PILES WITHOUT PILE UPLIFT



PRECAST FOOTING ON PILES WITH PILE UPLIFT

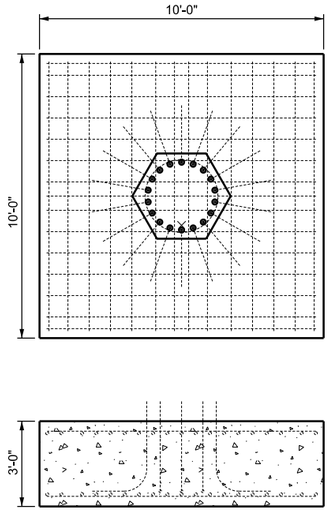
NOTE: STEEL PILE DETAILS ARE SIMILAR. WELDABLE REINFORCING STEEL BARS CAN BE FIELD WELDED TO THE PILE WEB AFTER PILE CUT-OFF



APPROXIMATE SHIPPING WEIGHT = 76,800 LB.

PARTIAL PRECAST SPREAD FOOTING

NOTE: DIMENSIONS SHOWN ARE NOT TYPICAL. DETAILS WILL VARY WITH EACH SUBSTRUCTURE UNIT



APPROXIMATE SHIPPING WEIGHT = 45,000 LB.

PRECAST SPREAD FOOTING

NOTE: DIMENSIONS SHOWN ARE NOT TYPICAL. DETAILS WILL VARY WITH EACH SUBSTRUCTURE UNIT

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DEPUTY DIRECTOR

STANDARD PRECAST FOOTINGS
TYPICAL DETAILS

STD. DWG. NO.

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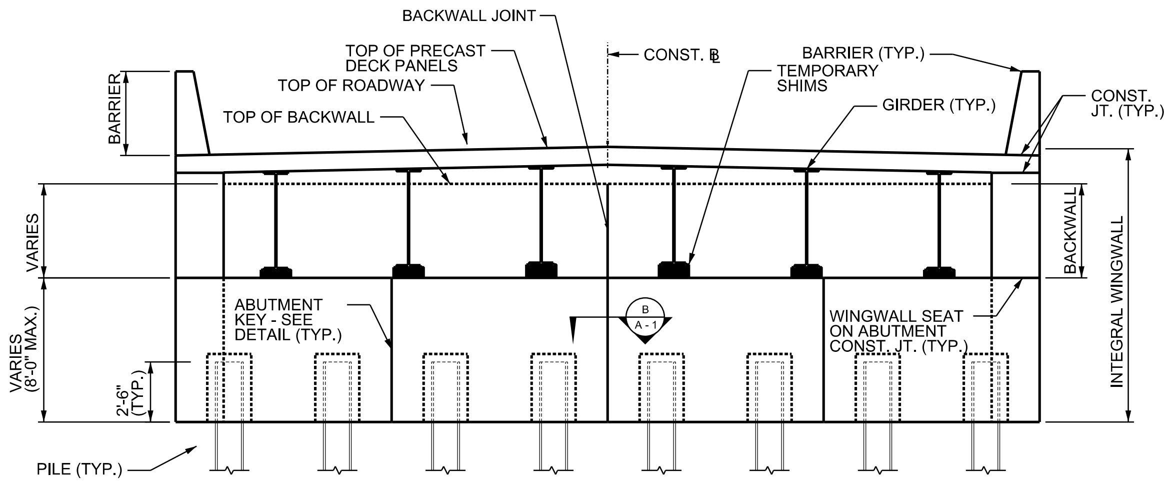
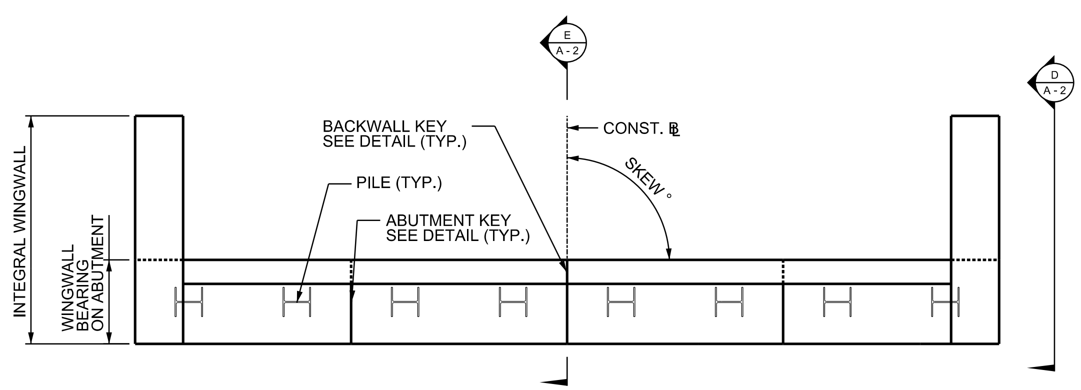


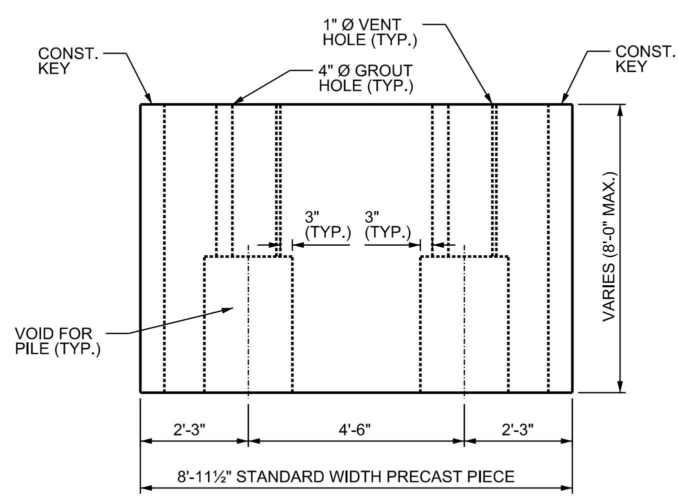
INTEGRAL ABUTMENT ELEVATION

SCALE: 3/16"=1'-0"



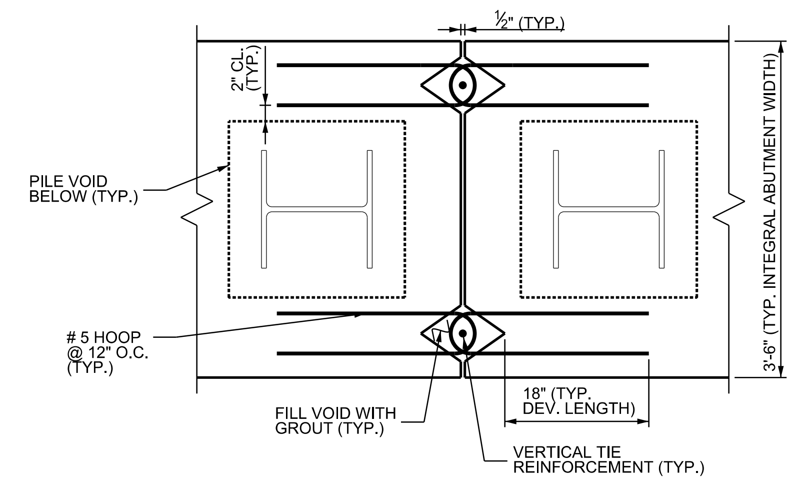
INTEGRAL ABUTMENT PLAN

SCALE: 3/16"=1'-0"



(A) ABUTMENT PANEL ELEVATION

SCALE: 1/4"=1'-0"



(B) ABUTMENT SHEAR KEY

SCALE: 1/2"=1'-0"

NOTE: ABUTMENT REINFORCEMENT NOT SHOWN FOR CLARITY

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APPROVED

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PRECAST STANDARD INTEGRAL
ABUTMENT TYPICAL DETAILS

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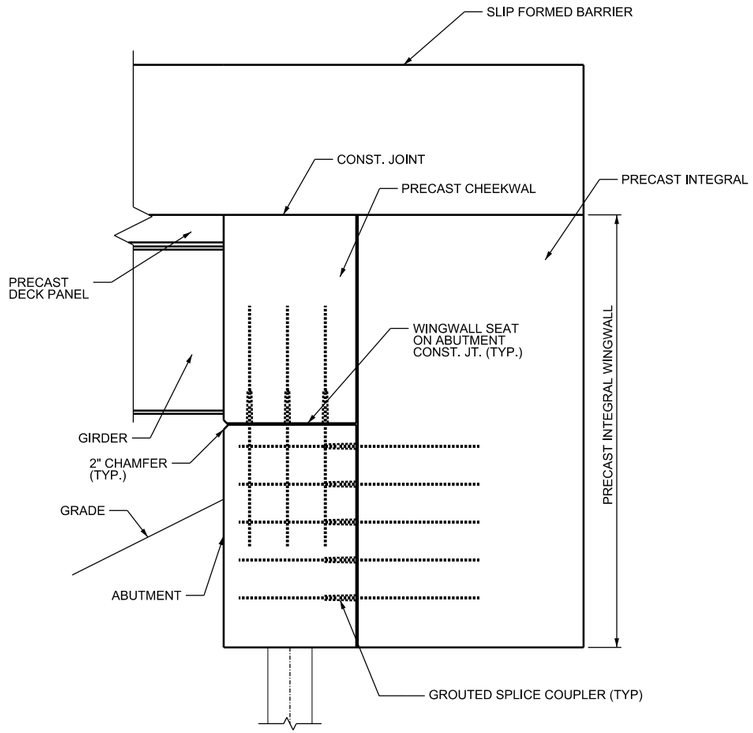
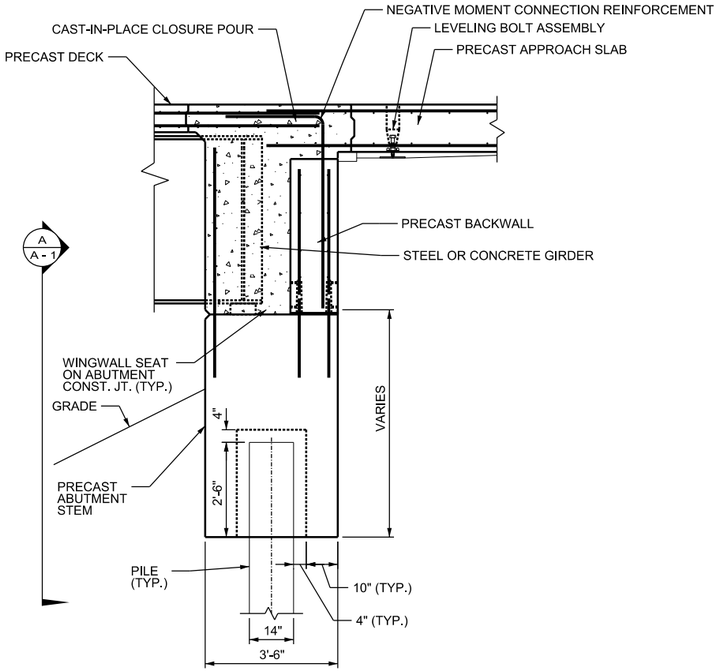


D ABUTMENT ELEVATION

SCALE: 1/4"=1'-0"

NOTE: ABUTMENT REINFORCEMENT NOT SHOWN FOR CLARITY



E ABUTMENT SECTION

SCALE: 1/4"=1'-0"

NOTE: ABUTMENT REINFORCEMENT NOT SHOWN FOR CLARITY

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UTAH DEPARTMENT OF TRANSPORTATION

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DEPUTY DIRECTOR

PRECAST STANDARD INTEGRAL ABUTMENT TYPICAL DETAILS

STD. DWG. NO.

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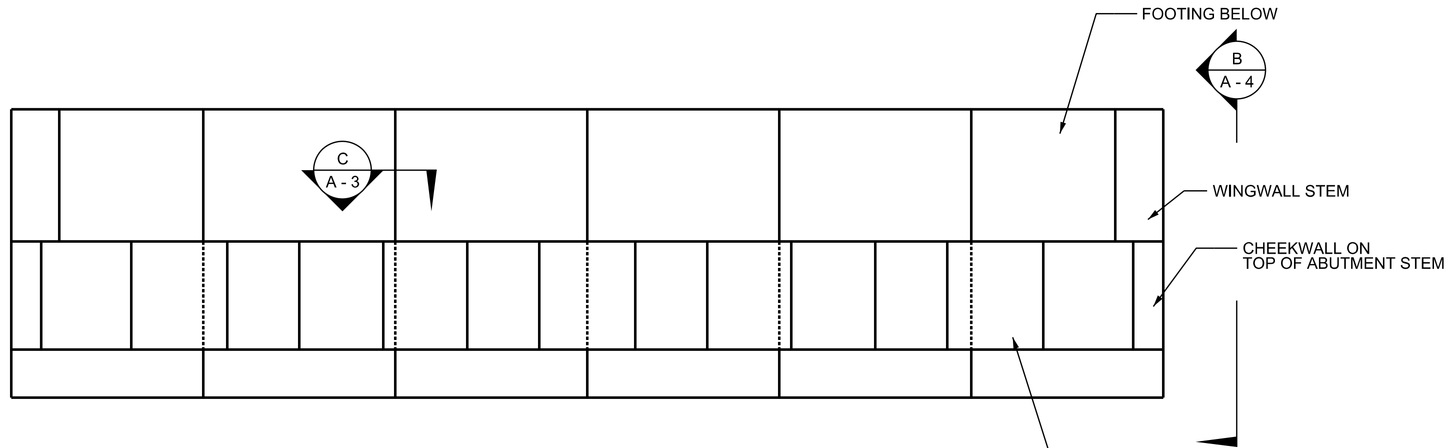
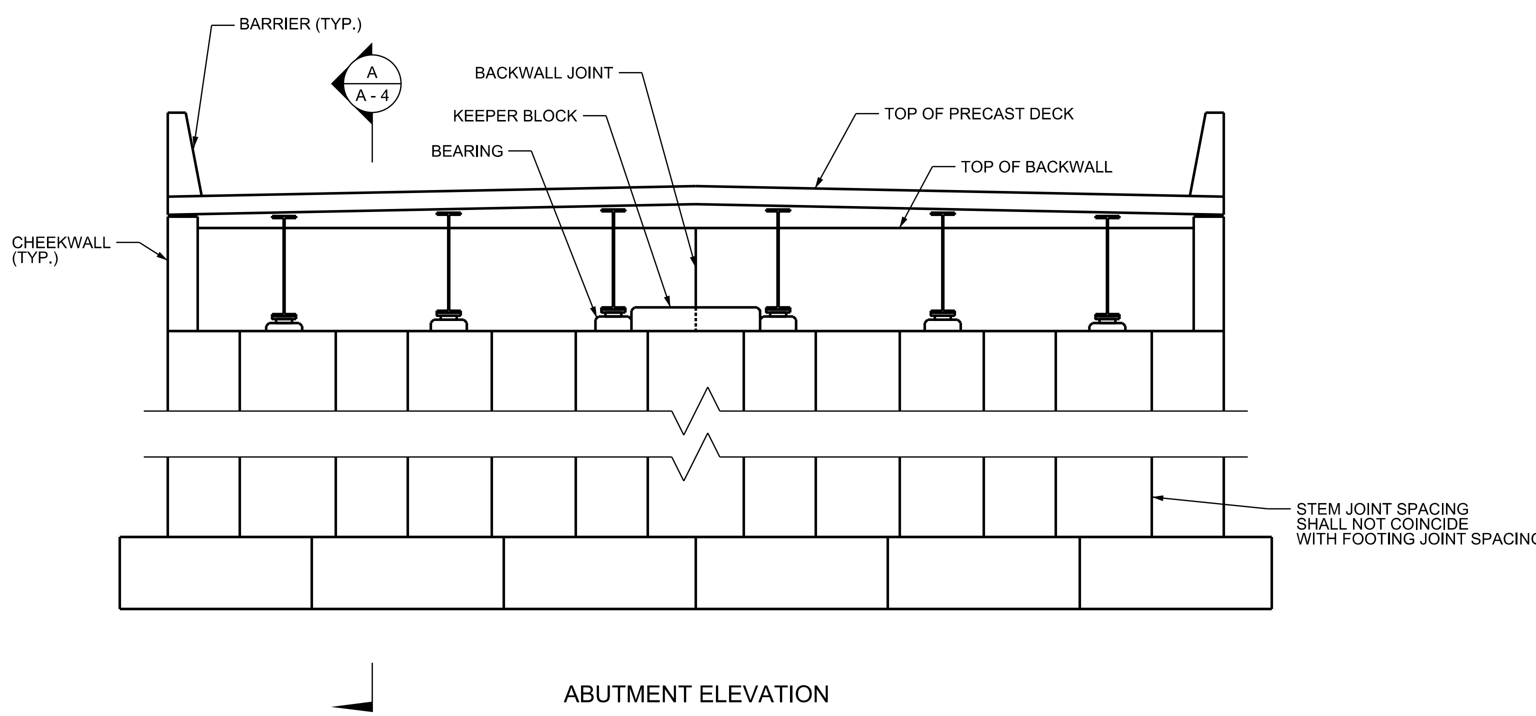


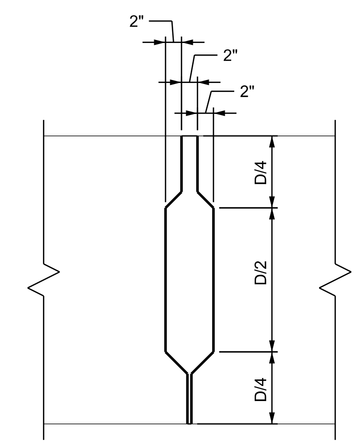
ABUTMENT PLAN

SCALE: 1/8"=1'-0"



ABUTMENT ELEVATION

SCALE: 1/8"=1'-0"



(C) FOOTING KEY

SCALE: 1/2"=1'-0"

NOTE: FOOTING REINFORCEMENT NOT SHOWN FOR CLARITY

REVISIONS			
NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL ____ DATE

CHAIRMAN STANDARDS COMMITTEE
APPROVED ____ DATE

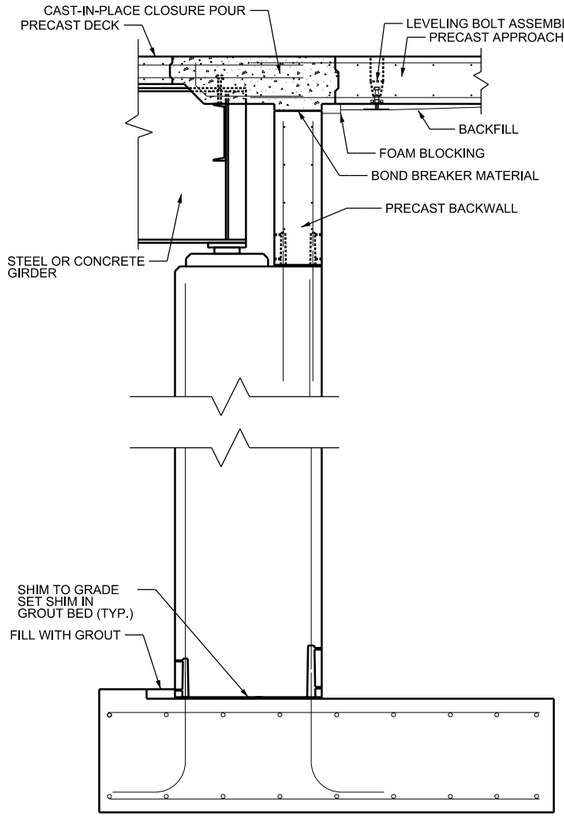
DEPUTY DIRECTOR

STANDARD PRECAST CANTILEVER
ABUTMENT TYPICAL DETAILS

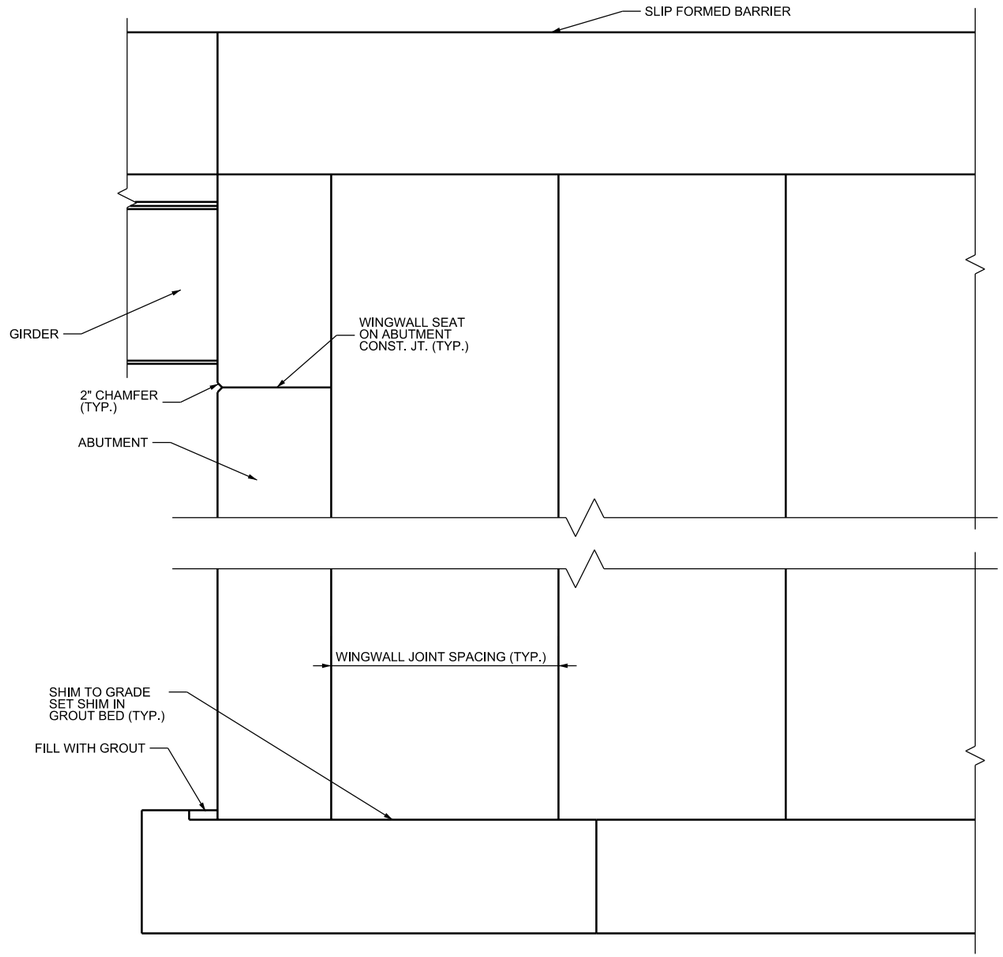
STD. DWG. NO.
A - 3

DRAFT - NOT RELEASED FOR CONSTRUCTION

$$file$$ $$date$$



A ABUTMENT SECTION
SCALE: 1/4"=1'-0"



B ABUTMENT SIDE ELEVATION
SCALE: 1/4"=1'-0"

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REVISIONS

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UTAH DEPARTMENT OF TRANSPORTATION
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DEPUTY DIRECTOR

STANDARD PRECAST CANTILEVER
ABUTMENT TYPICAL DETAILS

STD. DWG. NO.
A - 4

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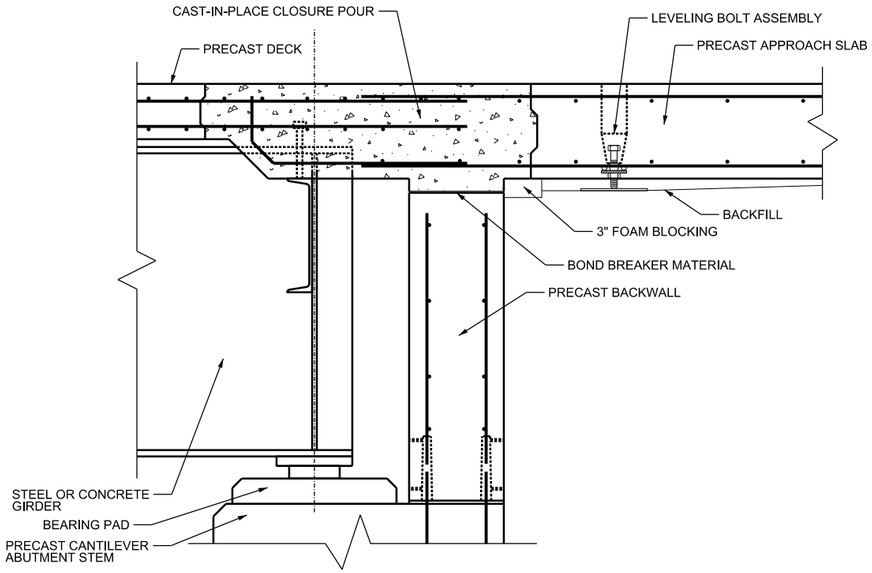
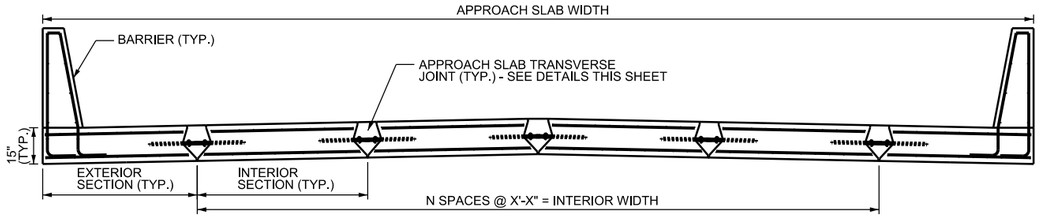
$$files$$



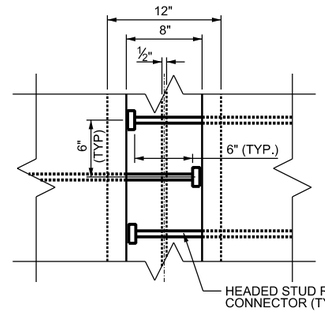
CANTILEVER ABUTMENT SECTION

SCALE: ½" = 1'-0"



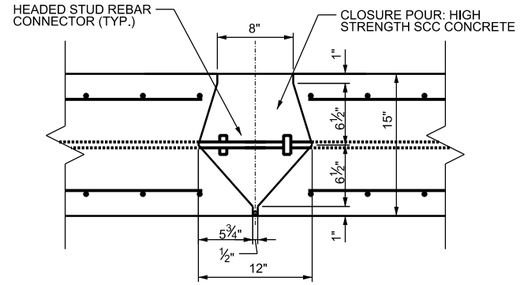
TYPICAL APPROACH SLAB SECTION

SCALE: 3/16" = 1'-0"



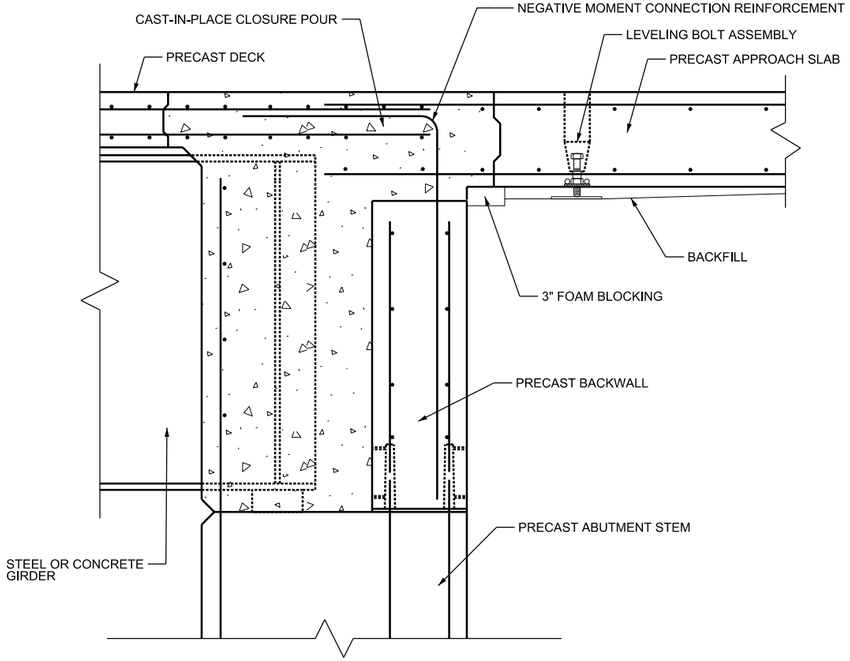
TRANSVERSE JOINT PLAN

SCALE: ¾" = 1'-0"



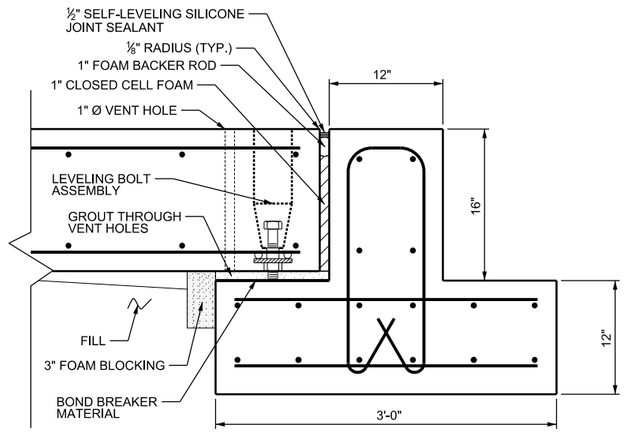
TRANSVERSE JOINT SECTION

SCALE: ¾" = 1'-0"



INTEGRAL ABUTMENT SECTION

SCALE: ½" = 1'-0"



SLEEPER SLAB DETAIL

SCALE: ¾" = 1'-0"

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DEPUTY DIRECTOR		DATE

PRECAST APPROACH SLAB

TYPICAL DETAILS

STD. DWG. NO.

A - 5

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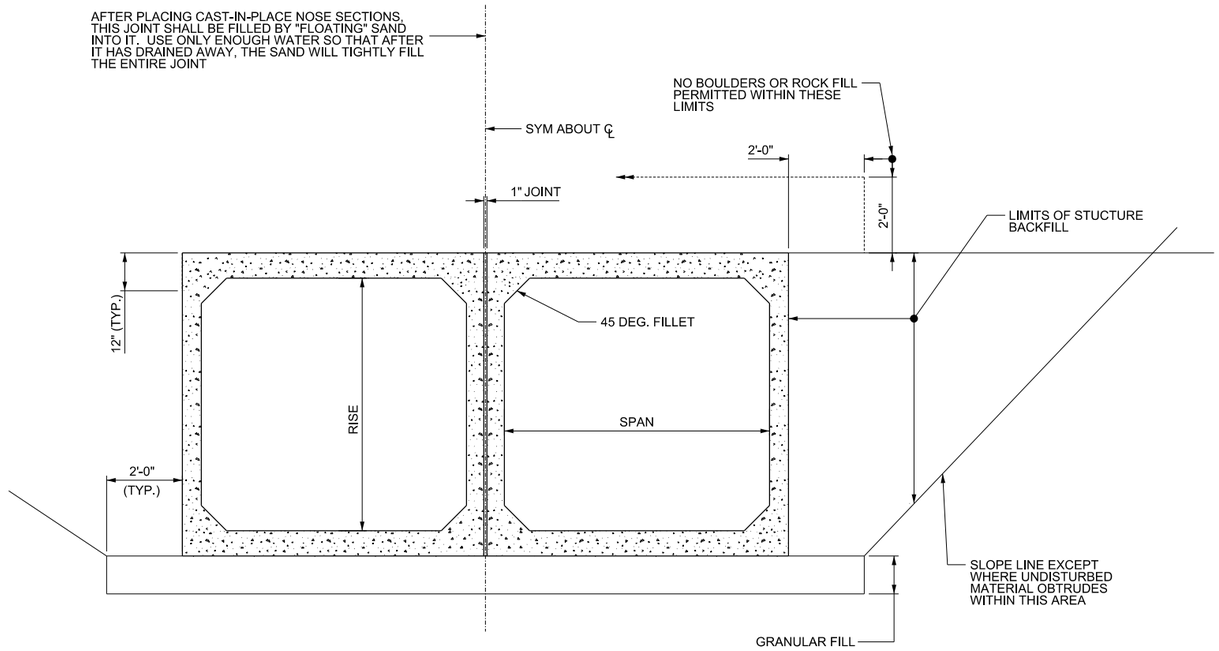
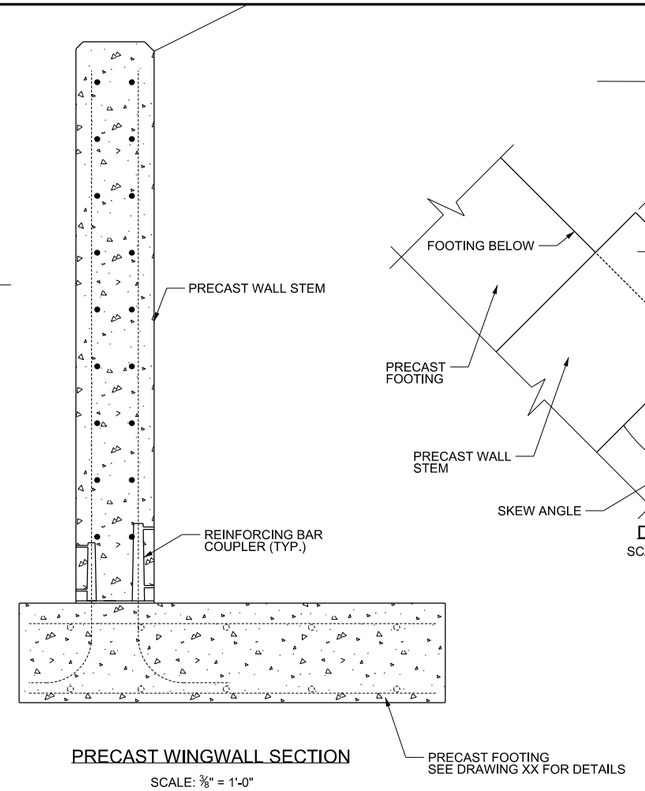


PRECAST BOX CULVERT TYPICAL SECTION

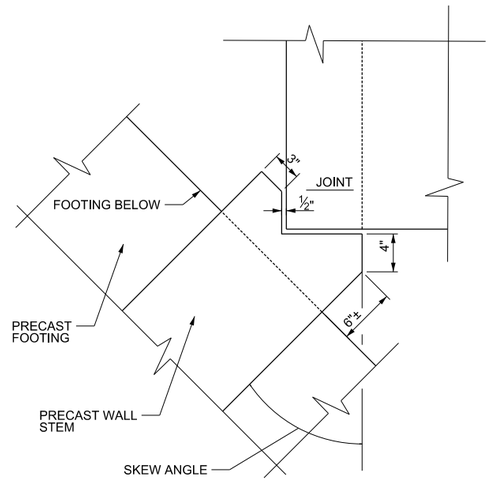
SCALE: ¼" = 1'-0"

NOTE: TWIN CELL CONFIGURATION SHOWN
SINGLE CELL CONFIGURATIONS SIMILAR



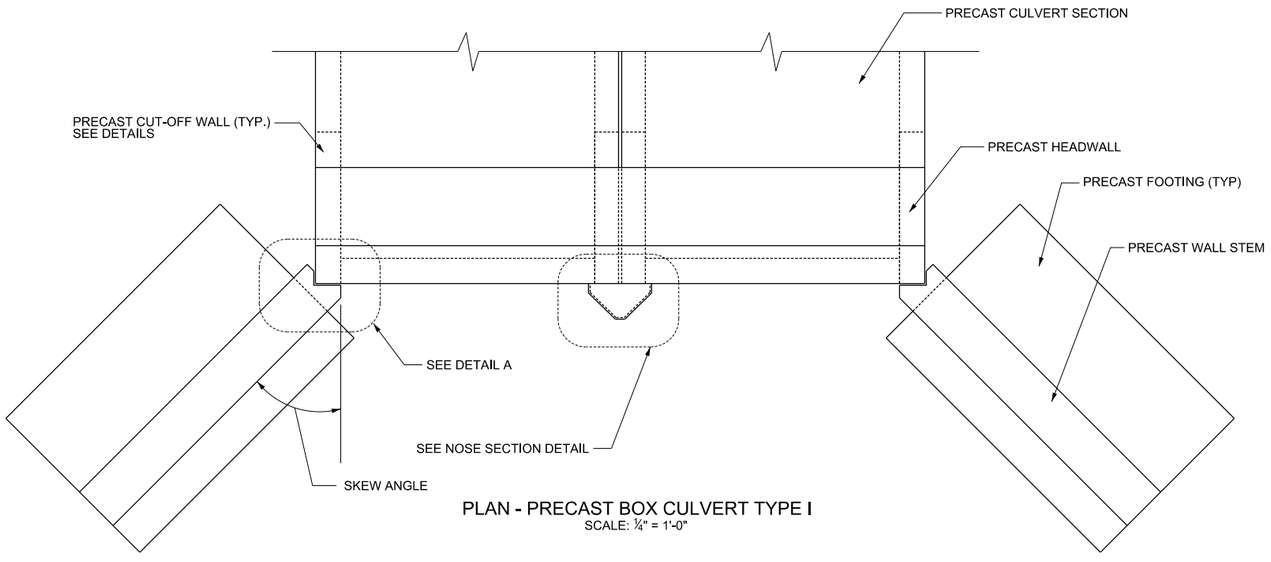
PRECAST WINGWALL SECTION

SCALE: ⅜" = 1'-0"



DETAIL A

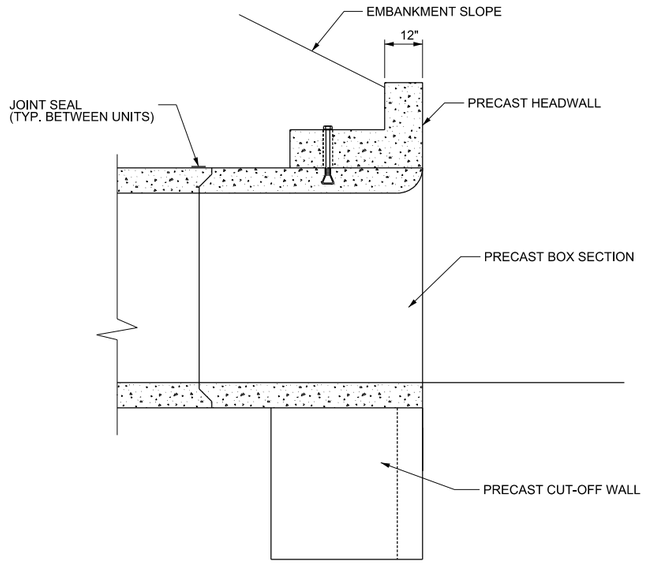
SCALE: ¾" = 1'-0"



PLAN - PRECAST BOX CULVERT TYPE I

SCALE: ¼" = 1'-0"

NOTE: TWIN CELL CULVERT SHOWN.
SINGLE CELL SIMILAR.



LONGITUDINAL SECTION
PRECAST BOX CULVERT TYPE I

SCALE: ¼" = 1'-0"

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STANDARD PRECAST
BOX CULVERT
TYPE I - FLARED WINGWALLS

STD. DWG. NO.

BC-1

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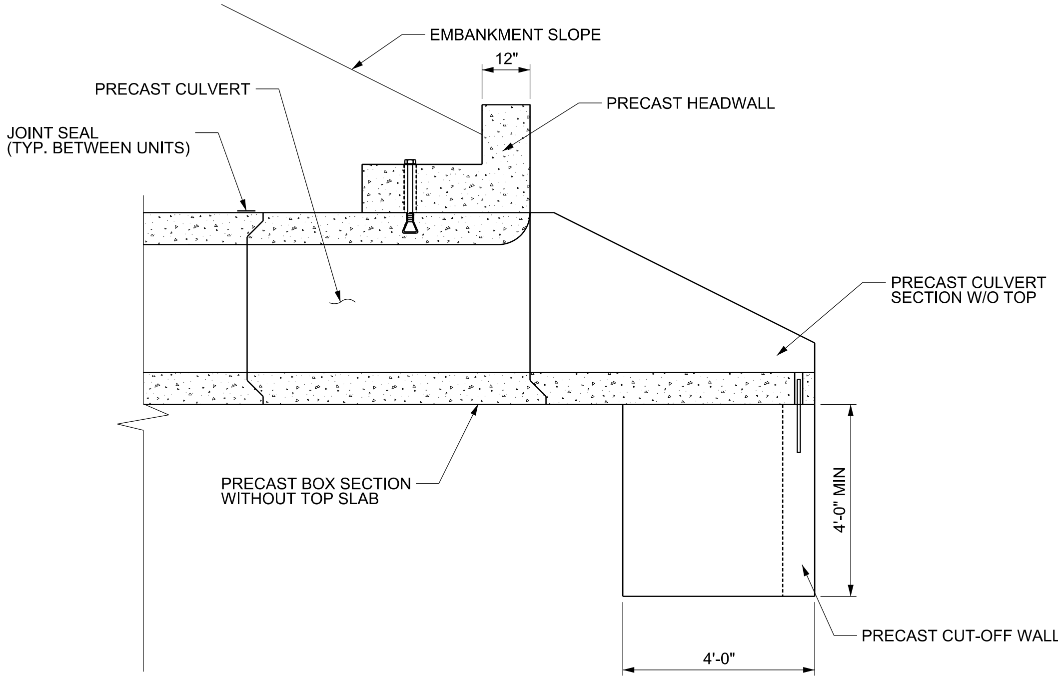
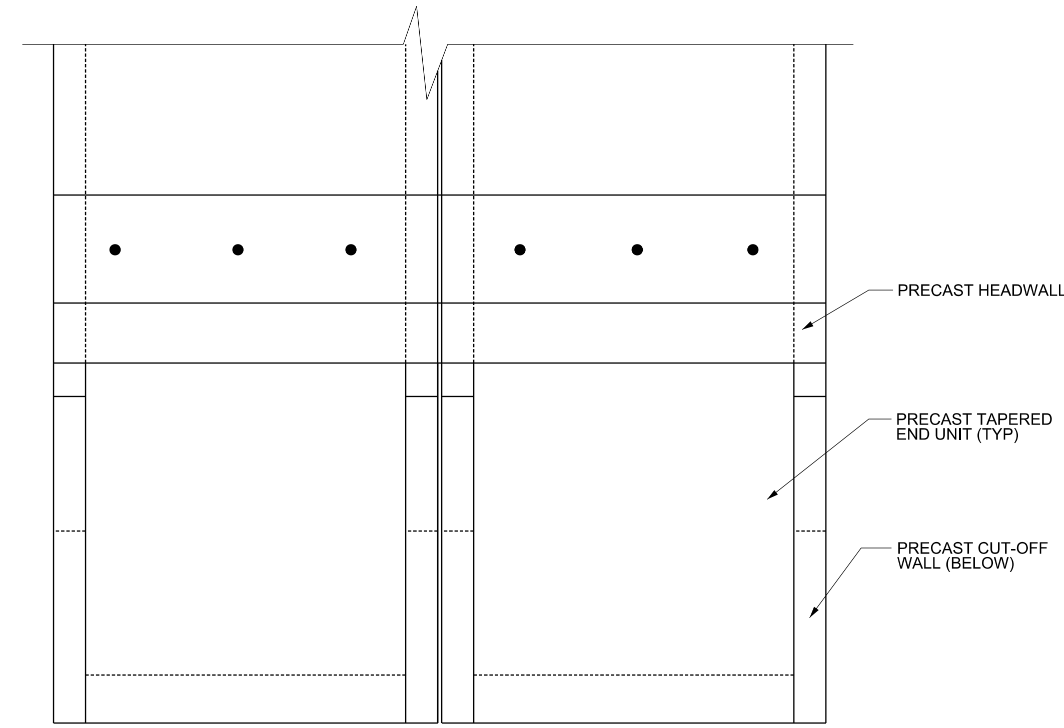


LONGITUDINAL SECTION -
PRECAST BOX CULVERT TYPE II

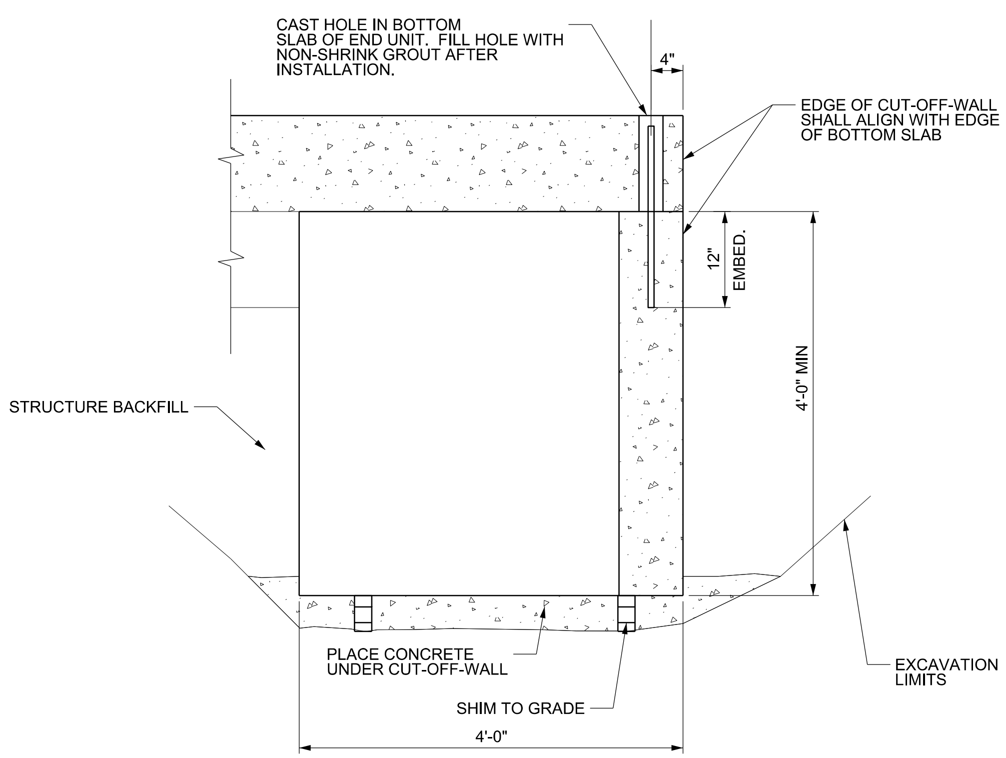
SCALE: ¼" = 1'-0"



PLAN - PRECAST CULVERT TYPE II

SCALE: ¼" = 1'-0"

NOTE: DOUBLE CELL CULVERT SHOWN SINGLE CELL SIMILAR



PRECAST CUT-OFF WALL DETAIL

SCALE: ½" = 1'-0"

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$$date$$

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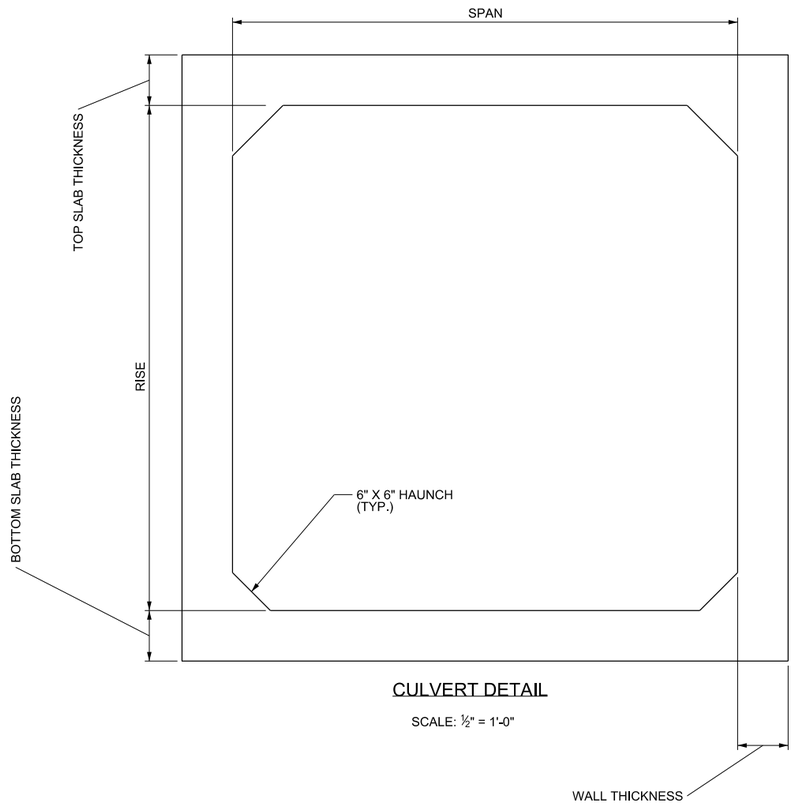
APPROVED

DEPUTY DIRECTOR DATE

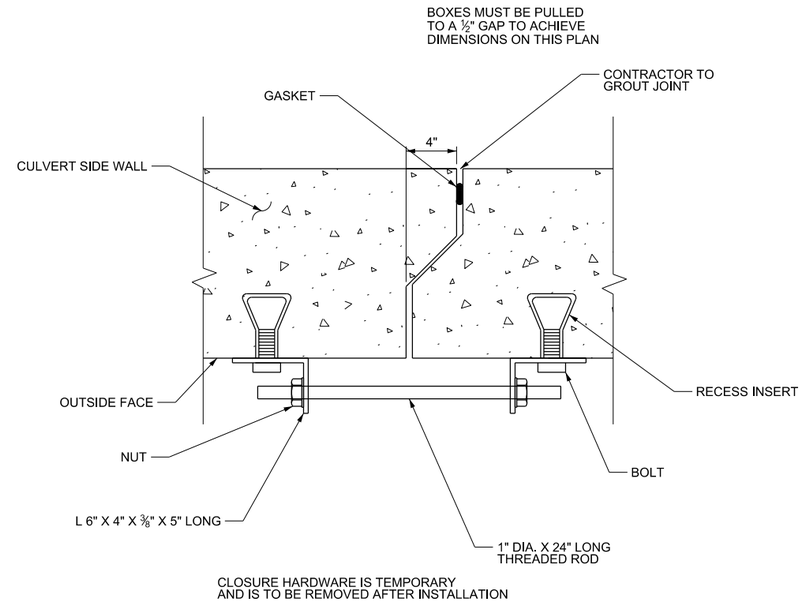
STANDARD PRECAST
BOX CULVERT
TYPE II-PARALLEL WINGWALLS

STD. DWG. NO.
BC-2



CULVERT DETAIL

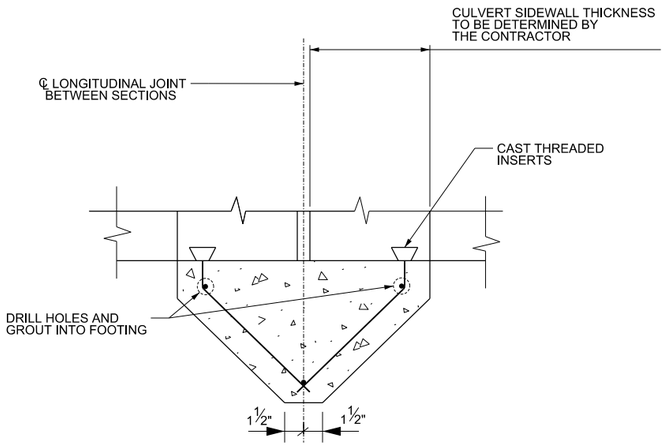
SCALE: ½" = 1'-0"



CLOSURE HARDWARE IS TEMPORARY
AND IS TO BE REMOVED AFTER INSTALLATION

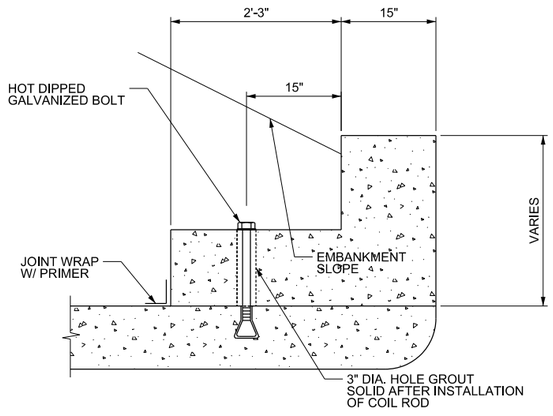
CLOSURE HARDWARE DETAIL

SCALE: 1" = 1'-0"



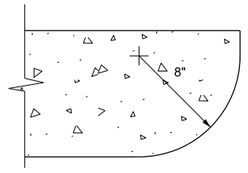
PRECAST BOX CULVERT
CAST-IN-PLACE NOSE SECTION

SCALE: 1" = 1'-0"



HEADWALL DETAIL

SCALE: ½" = 1'-0"



TOP SLAB INLET EDGE DETAIL

SCALE: ½" = 1'-0"

NOTE: FOR TOP SLAB LESS THAN 8", USE 6" RADIUS

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APPROVED _____ DATE _____

DEPUTY DIRECTOR

STANDARD PRECAST
BOX CULVERT
TYPICAL DETAILS

STD. DWG. NO.

BC-3

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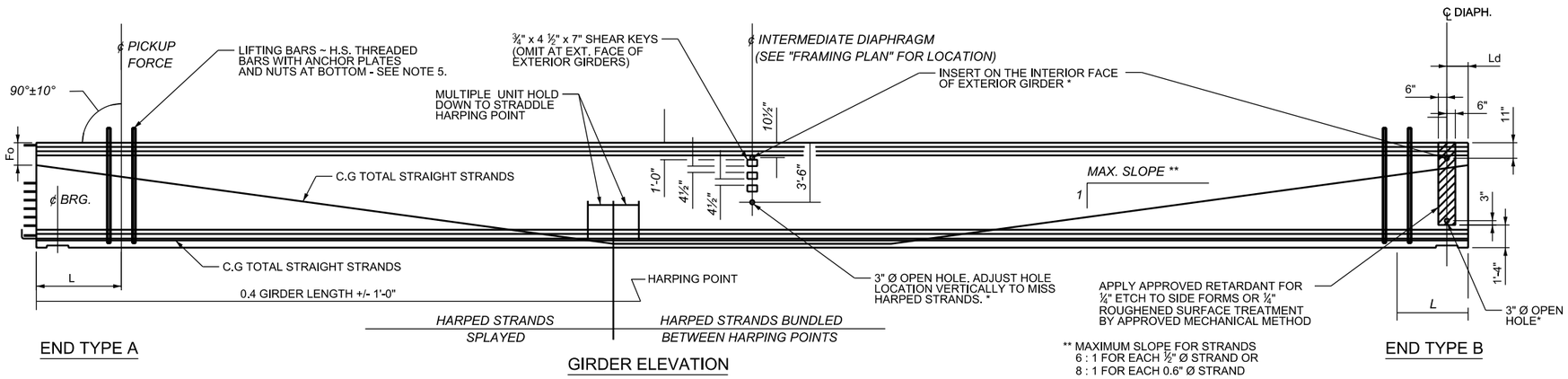
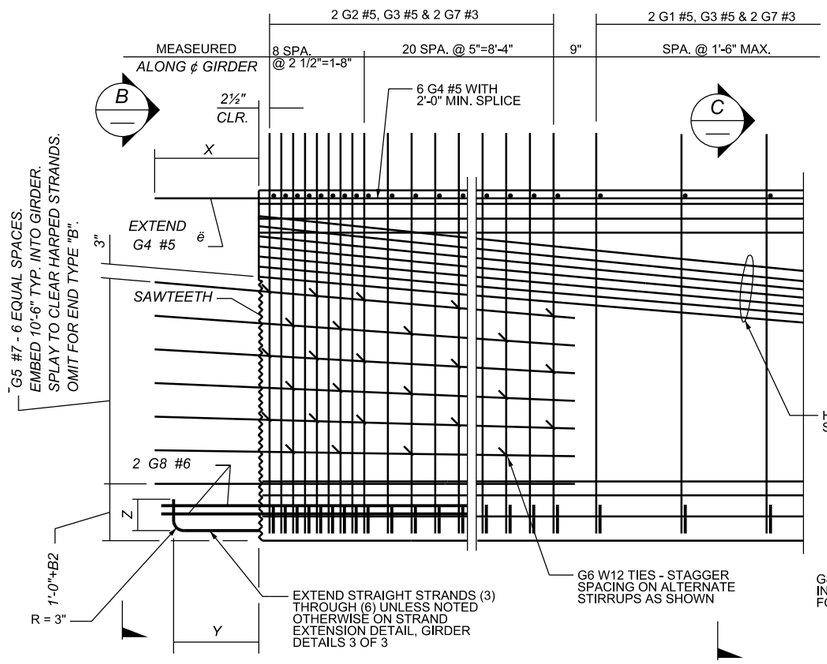
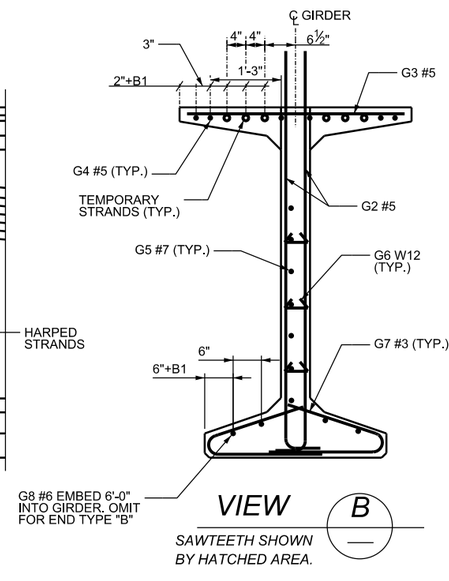


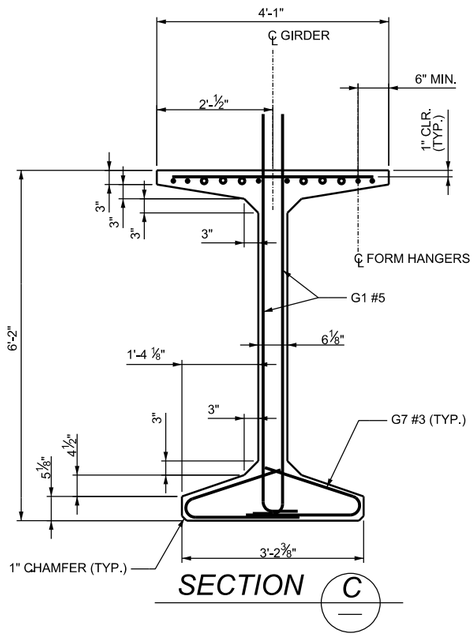
1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE [½" Ø OR 0.6" Ø] LOW RELAXATION STRANDS (AASHTO M203 GRADE 270.)

** MAXIMUM SLOPE FOR STRANDS
6 : 1 FOR EACH ½" Ø STRAND OR
8 : 1 FOR EACH 0.6" Ø STRAND

* OMIT HOLES AND PLACE INSERTS ON THE INTERIOR FACE OF EXTERIOR GIRDERS. PLACE HOLES AND INSERTS PARALLEL TO SKEW. INSERTS SHALL BE 1"Ø BURKE HI-TENSILE, LANCASTER MALLEABLE, DAYTON-SUPERIOR F-62 FLARED THIN SLAB (1" x 4Ø") FERRULE INSERT OR APPROVED EQUAL. (TYP.)







TYPICAL END ELEVATION

END TYPE C SHOWN, OTHER END TYPES SIMILAR.

ë *FIELD BENDING REQUIRED TO OBTAIN 1½" CONCRETE COVER AT PAVEMENT SEAT.*

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G - 1

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$$date$$

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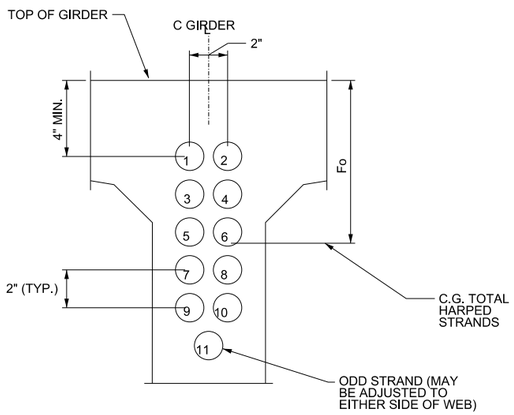
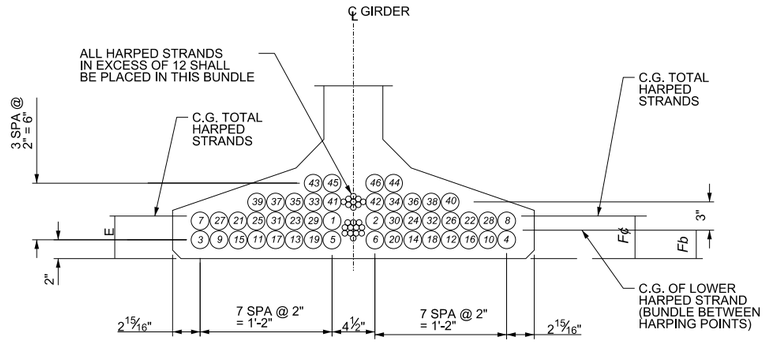


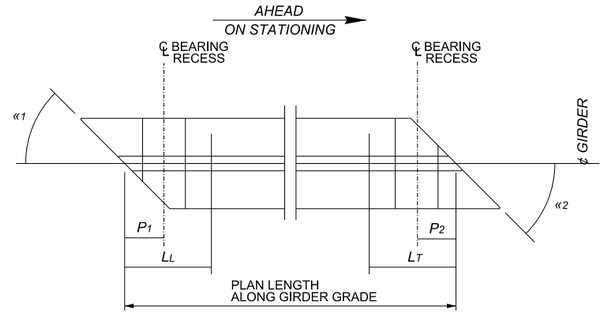
STRAND PATTERN AT GIRDER END

HARPED STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.

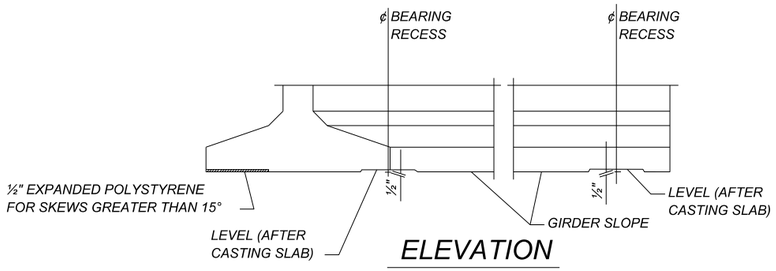


STRAND PATTERN AT ℄ SPAN

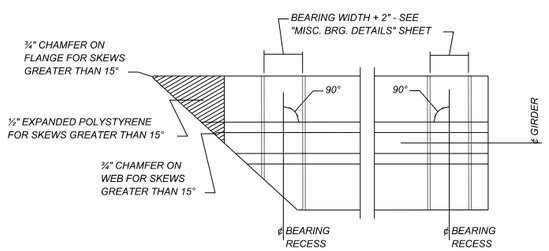
STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.



NOTE:
LL AND LT ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY

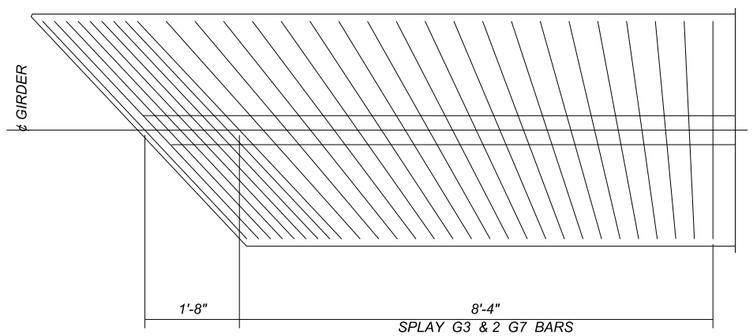


ELEVATION



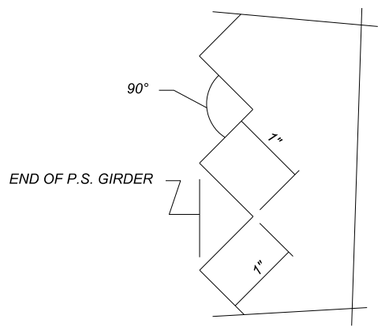
PLAN

BEARING RECESS AND BOTTOM FLANGE SPALL PROTECTION DETAIL



TRANSVERSE REINFORCING SKEWED ENDS

ONLY TRANSVERSE REINF. SHOWN



SAWTOOTH DETAILS

SAWTEETH ARE FULL WIDTH - USE SAWTOOTH KEYS FROM BOTTOM OF BOTTOM FLANGE TO BOTTOM OF LOWEST HARPED STRAND AS WELL AS TOP FLANGE ADJACENT TO HARPED STRANDS AS SHOWN IN VIEW B - GIRDER DETAILS 1 OF 3

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$$date$$

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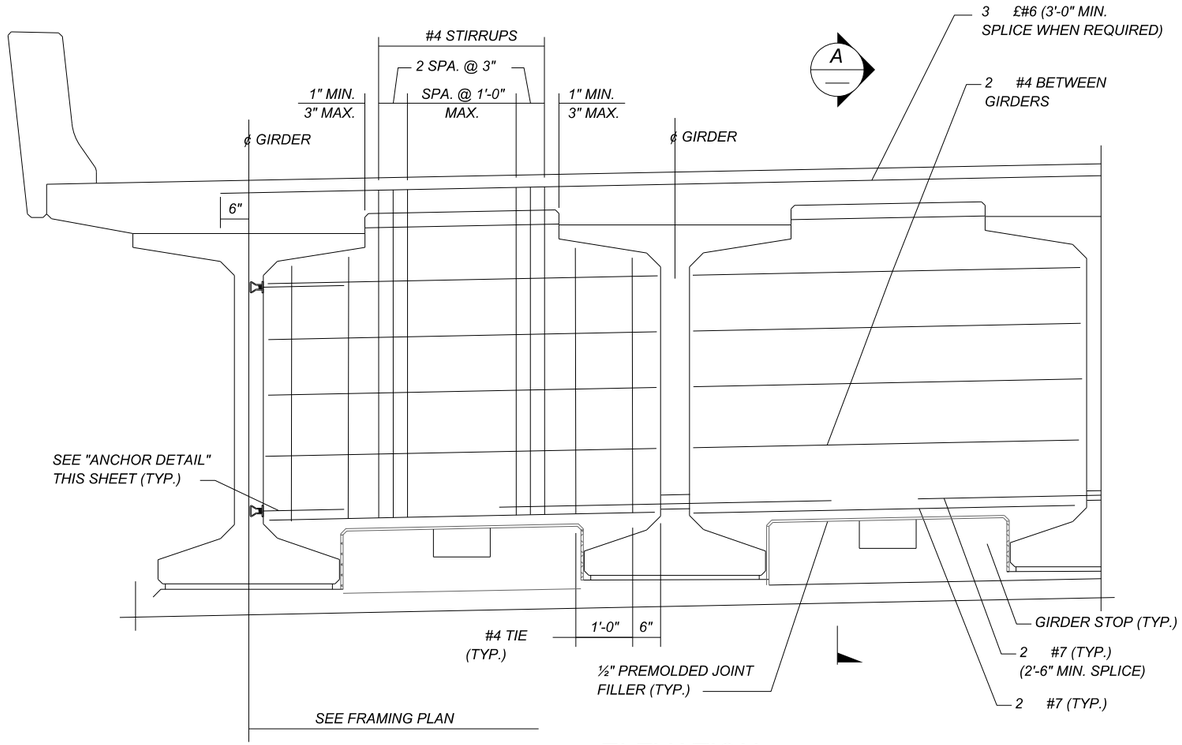
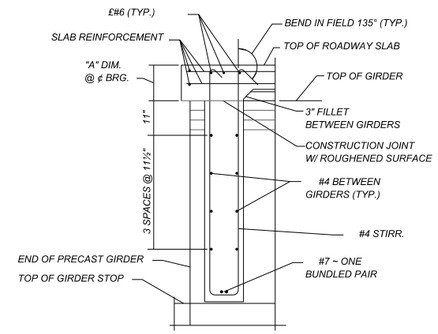
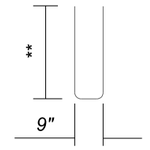


ELEVATION
END DIAPHRAGM

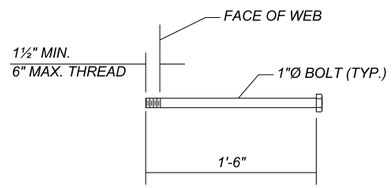
DIMENSIONS ARE ALONG DIAPHRAGM



SECTION A

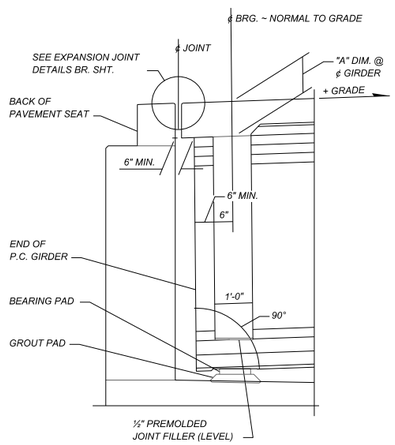


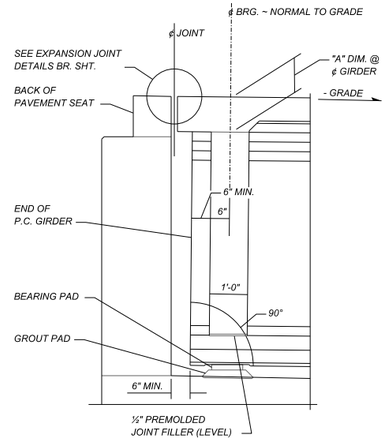
** DISTANCE FROM TOP OF GIRDER TO BOTTOM OF DIAPHRAGM + "A"



ANCHOR DETAIL

ASTM A-307





ROADWAY EXPANSION JOINT AT END PIERS

LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.
GIRDER STOP NOT SHOWN FOR CLARITY.

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DEPUTY DIRECTOR

STD. DWG. NO.
G - 3

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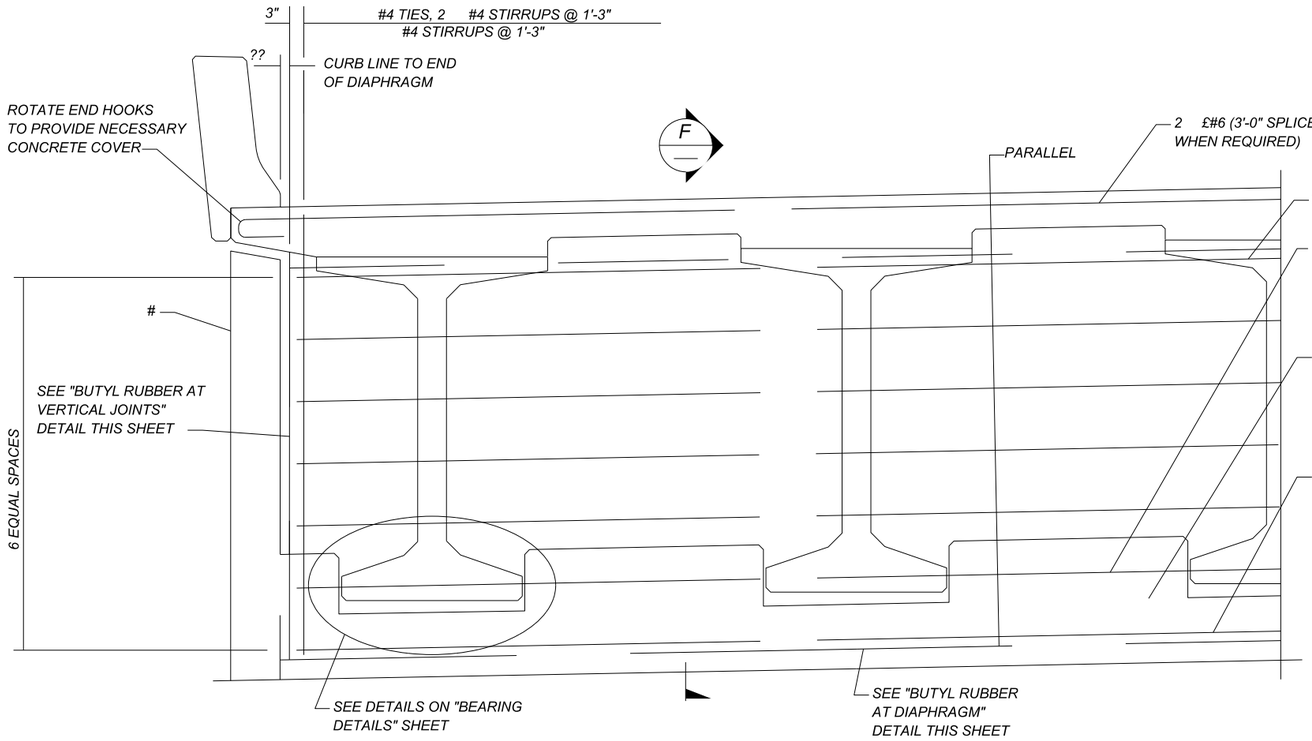
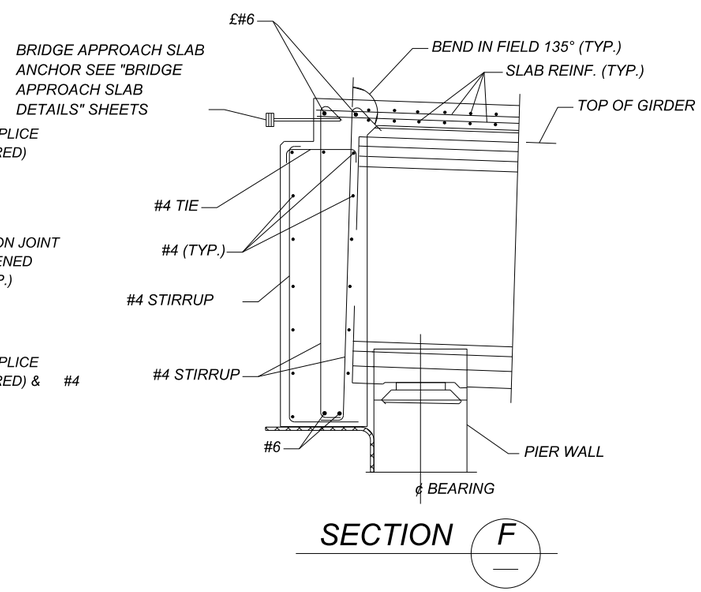
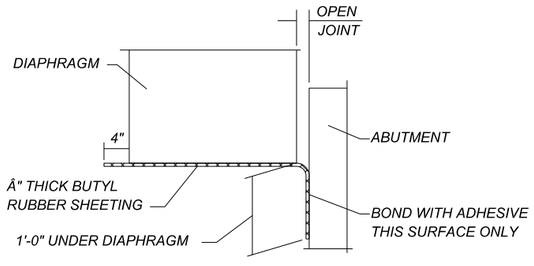


ELEVATION
END DIAPHRAGM

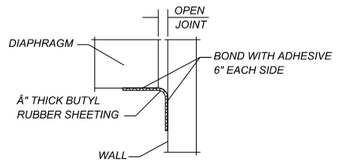
DIMENSIONS ARE ALONG DIAPHRAGM



SECTION F



ELEVATION
BUTYL RUBBER
AT DIAPHRAGM

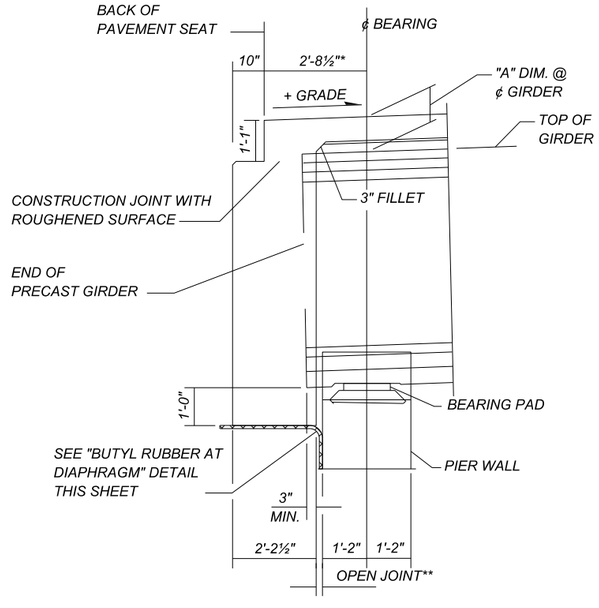


PLAN
BUTYL RUBBER
AT VERTICAL JOINTS

Bridge length	Open Joint
L • 200'	** = 1.5"
200' < L • 300'	** = 2.0"
300' < L • 400'	** = 2.5"
L > 400'	Special design

* Revise based on size of Open Joint

NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE
WHEN DIAPHRAGMS ARE PLACED.



END DIAPHRAGM GEOMETRY

SEE "GIRDER DETAILS" SHEET FOR DIMENSION "A".
ALL LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.

REVISIONS

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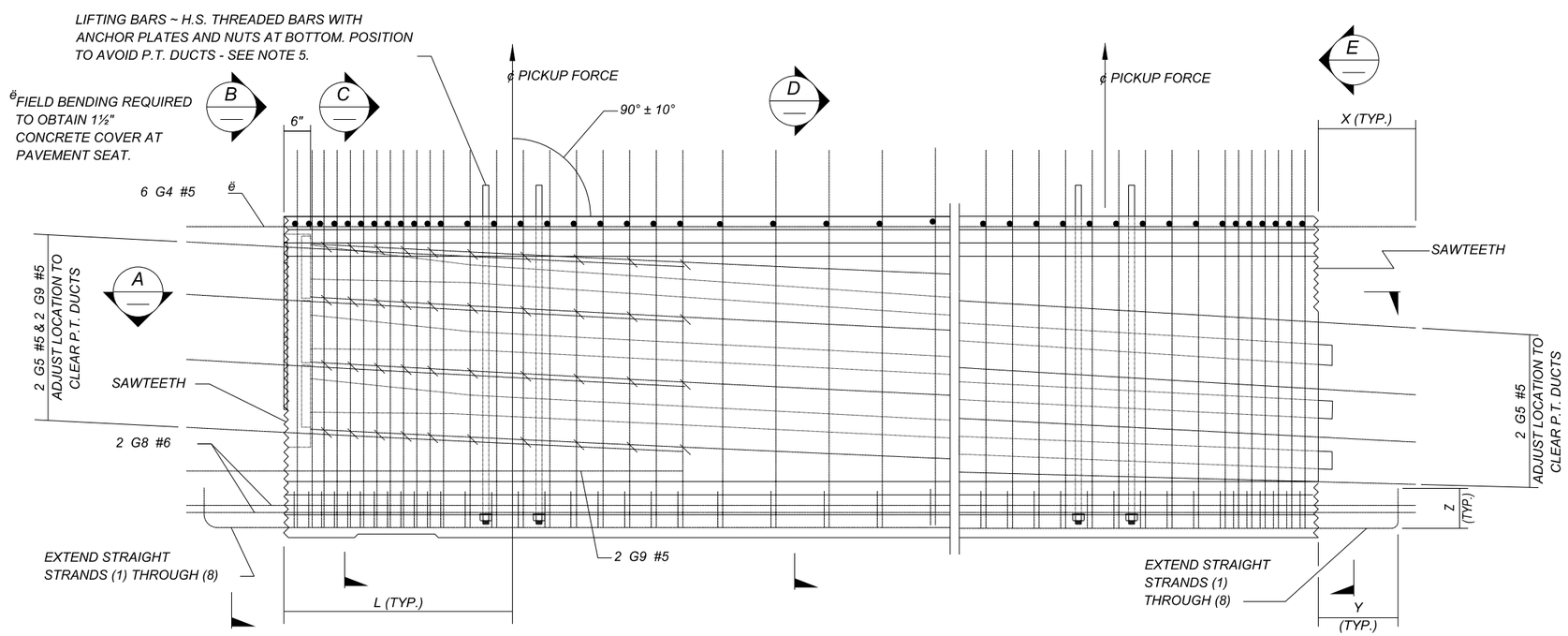
$$file$$
$$date$$

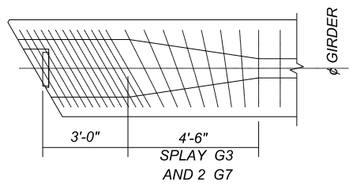
DRAFT - NOT RELEASED FOR CONSTRUCTION



TYPICAL ELEVATION AT END SEGMENT

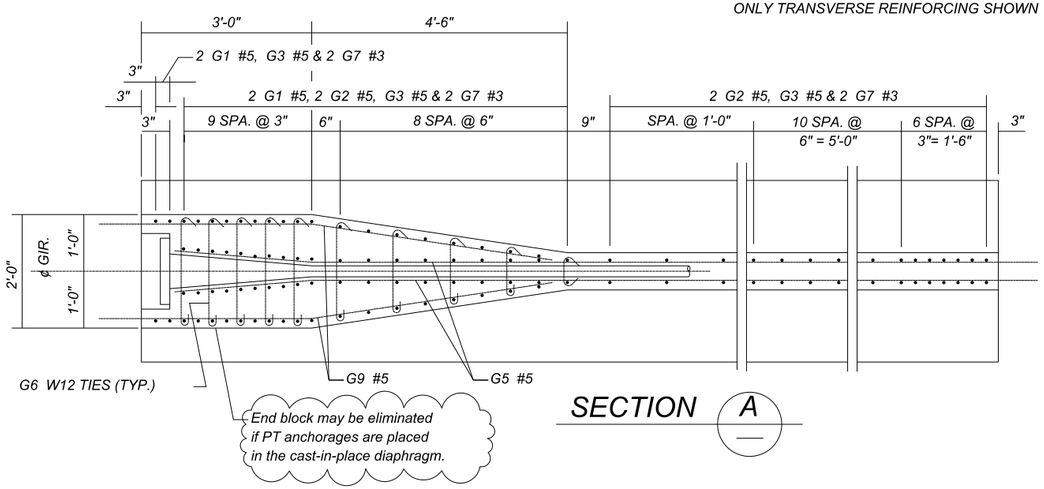
END TYPE A SHOWN, OTHER END TYPES SIMILAR

TYPICAL END ELEVATION AT CLOSURE

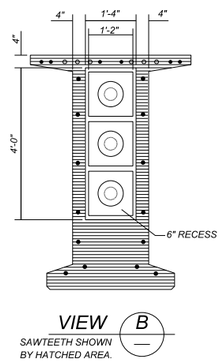


TRANSVERSE REINFORCING AT SKEWED ENDS

ONLY TRANSVERSE REINFORCING SHOWN

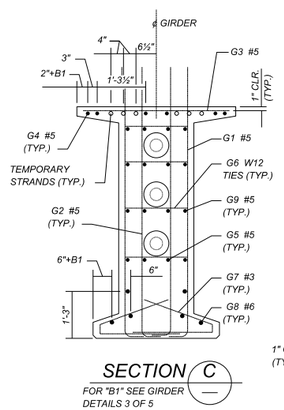


SECTION A



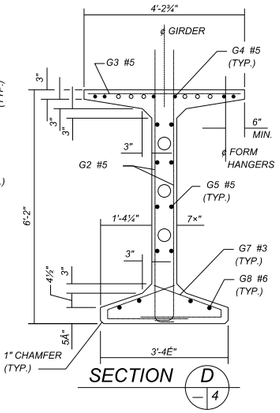
VIEW B

SAWTEETH SHOWN BY HATCHED AREA.



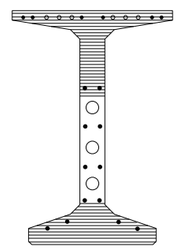
SECTION C

FOR "B1" SEE GIRDER DETAILS 3 OF 5



SECTION D

4



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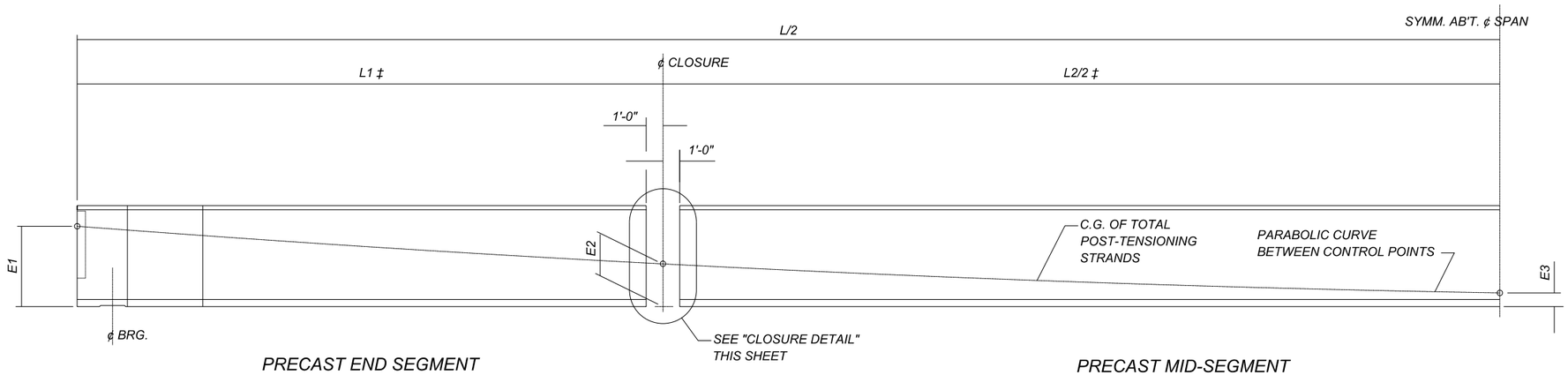


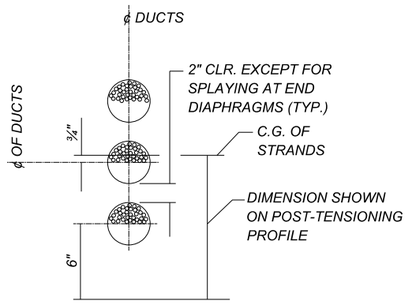
PRECAST END SEGMENT

PRECAST MID-SEGMENT

PRECAST LONGITUDINAL HALF-SECTION

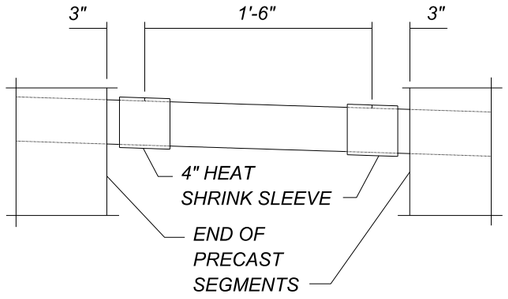
SHOWING POST-TENSIONING CABLE PATHS

‡ MEASURED BEFORE POST-TENSIONING.

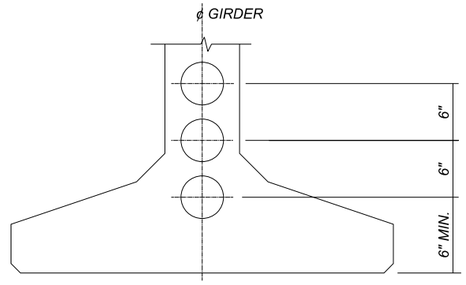


TENDON IN SAG CURVE

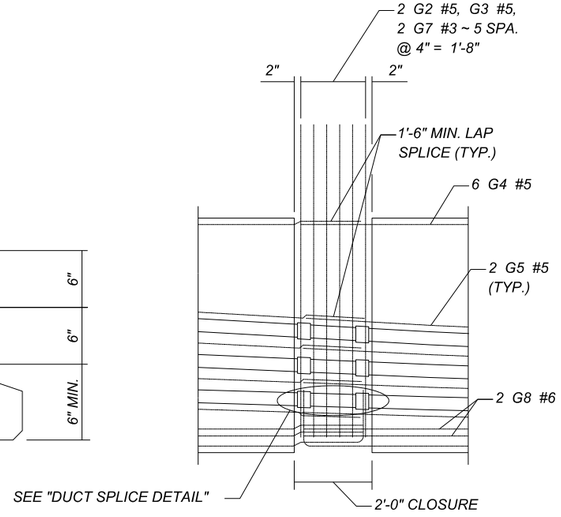
STRAND LOCATION DETAIL



DUCT SPLICE DETAIL



POST-TENSIONING STRAND PATTERN AT ¢ SPAN



CLOSURE DETAIL

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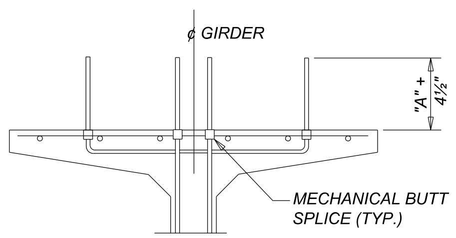
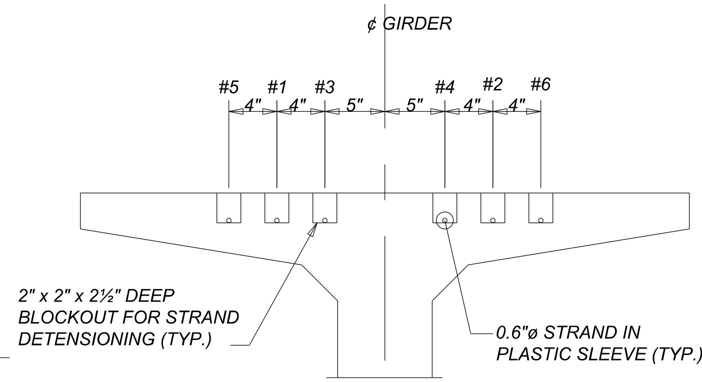
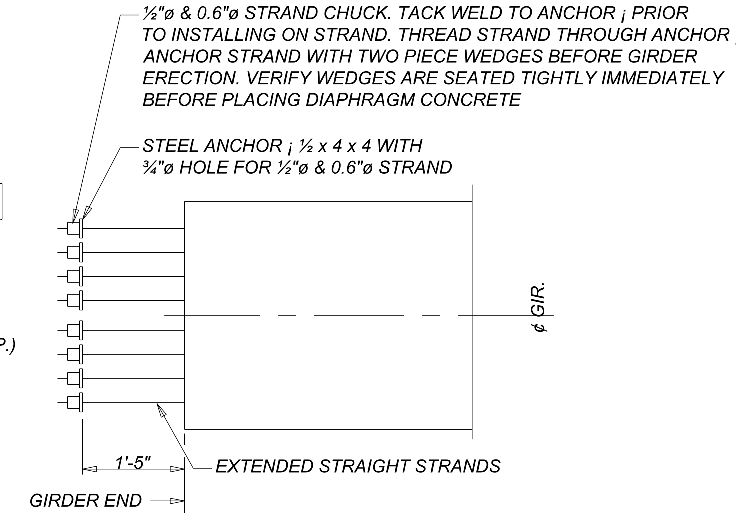


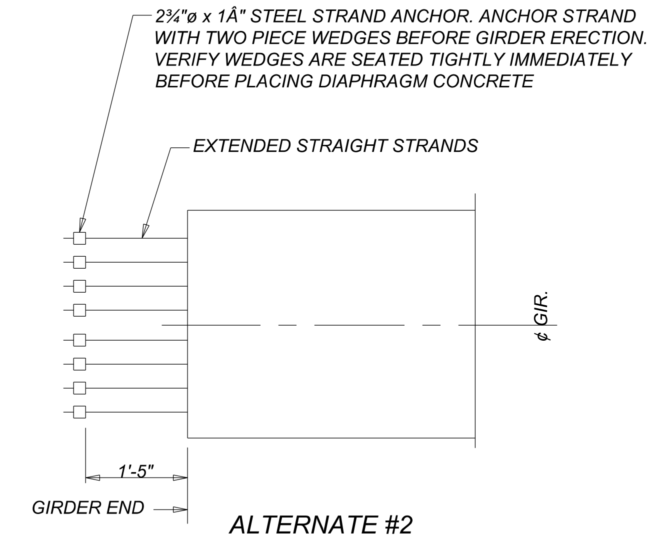
ALTERNATE STIRRUP DETAIL



SECTION A

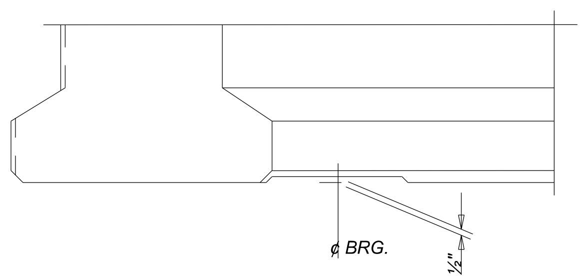


ALTERNATE #1

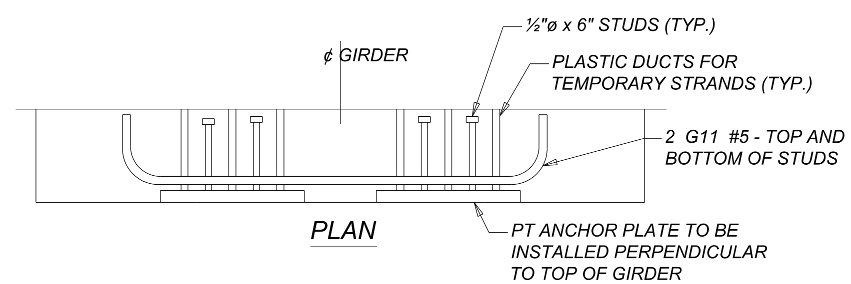


ALTERNATE #2

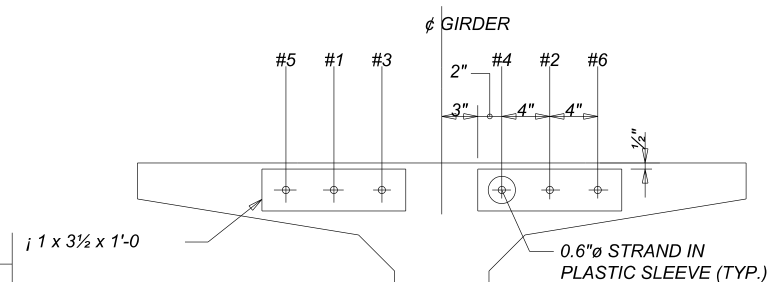
STRAND EXTENSION DETAIL



ELEVATION



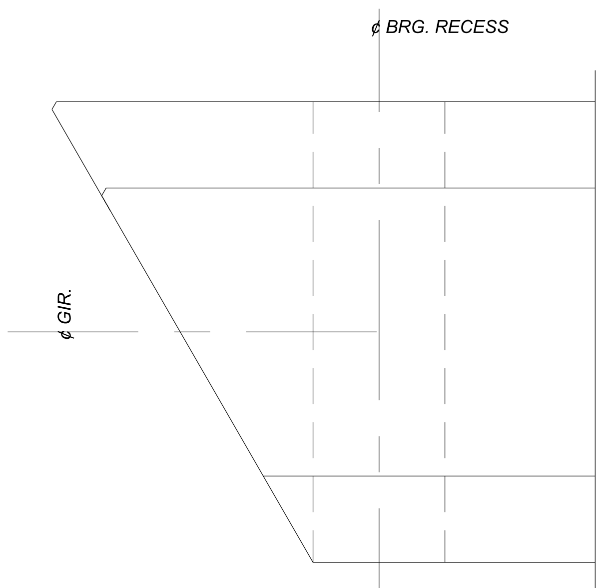
PLAN



ELEVATION

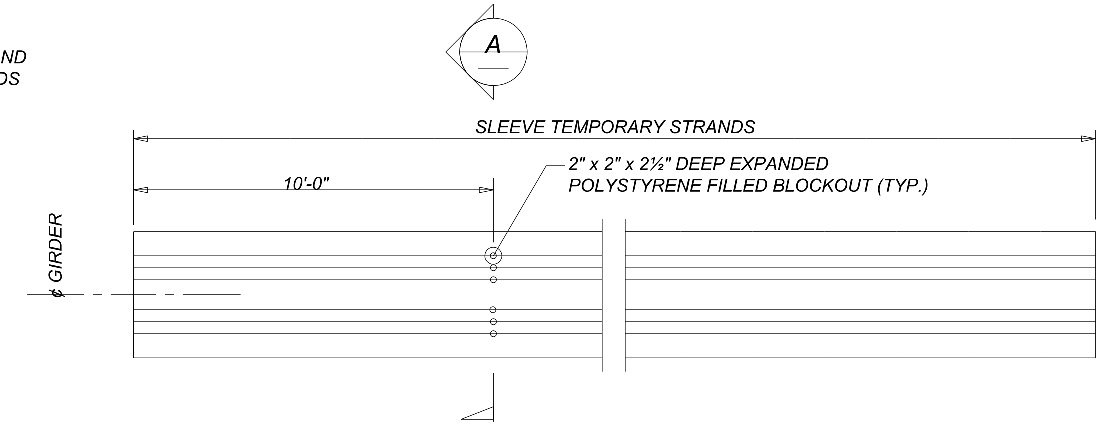
TEMPORARY STRAND PATTERN AT TOP FLANGE GIRDER END

ADJUST G4 #5 BARS TO CLEAR THE STEEL PLATE



PLAN

BOTTOM FLANGE



PLAN VIEW OF TEMPORARY STRANDS

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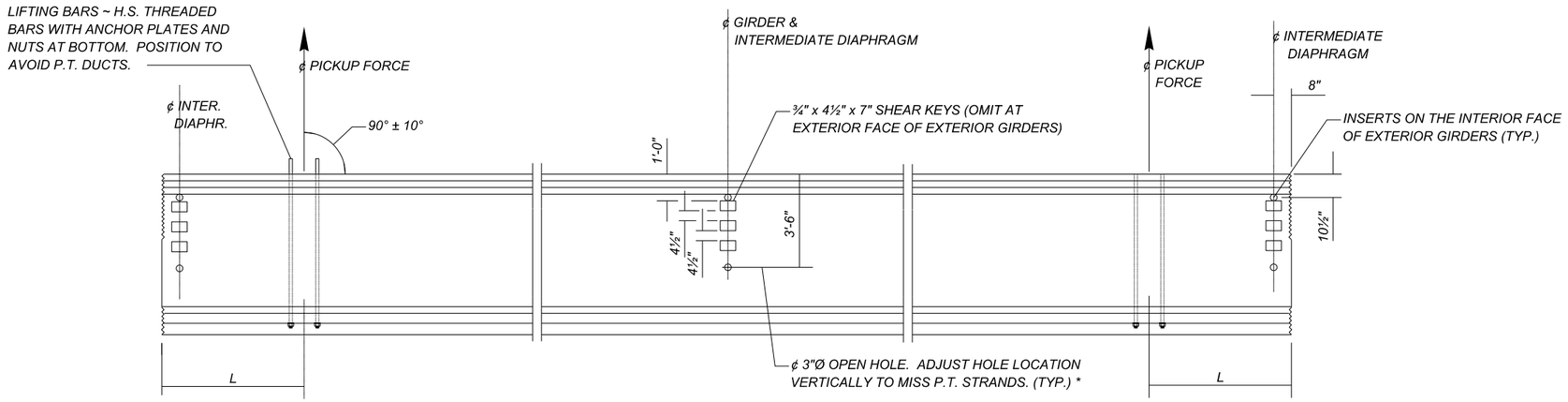
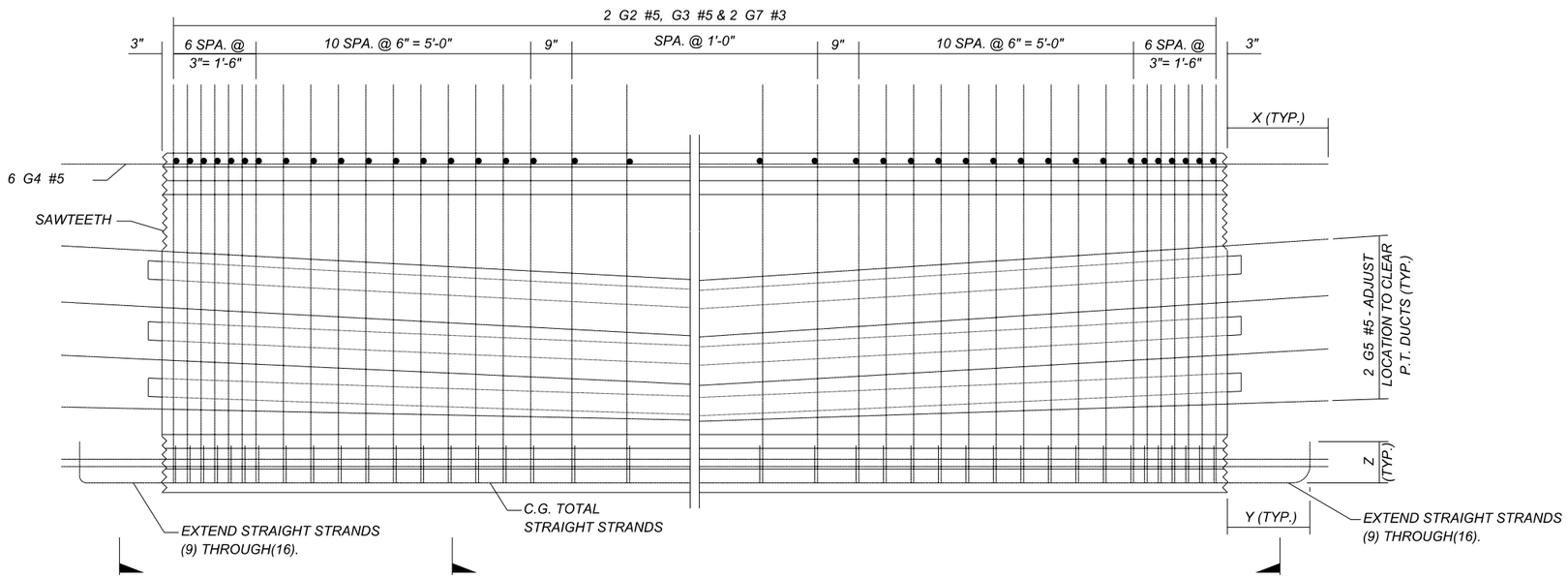


GIRDER ELEVATION
MID-SEGMENT

*OMIT HOLES AND PLACE INSERTS ON THE INTERIOR FACE OF EXTERIOR GIRDERS. PLACE HOLES AND INSERTS PARALLEL TO SKEW. INSERTS SHALL BE 1"Ø BURKE HI-TENSILE, LANCASTER MALLEABLE, DAYTON-SUPERIOR F-62 FLARED THIN SLAB (1" x 4Ð") FERRULE INSERT OR APPROVED EQUAL. (TYP.)

E 2 D 2 E 2



ELEVATION
MID-SEGMENT REINFORCING

REVISIONS

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$$date$$ $$file$$

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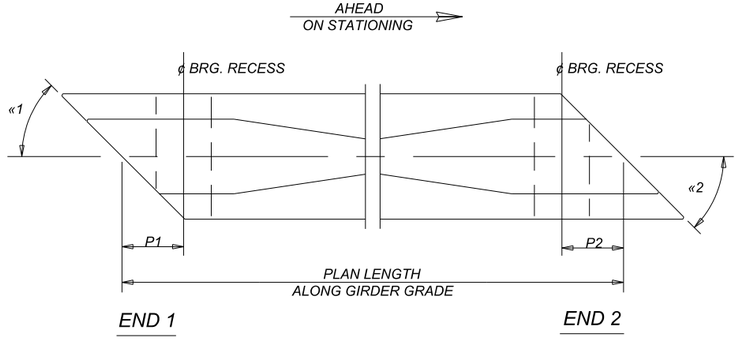
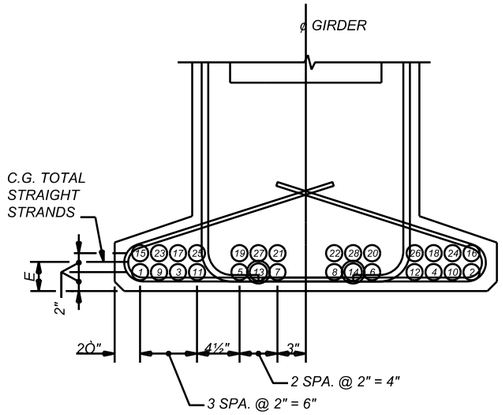


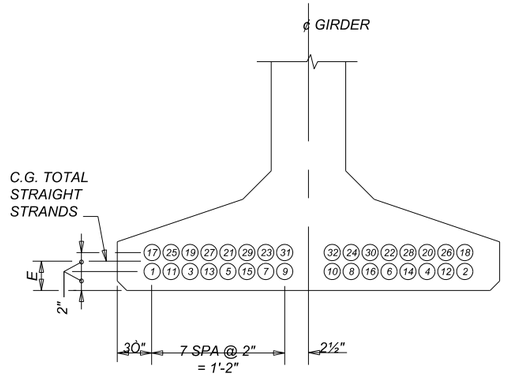
GIRDER PLAN



STRAND PATTERN
PRECAST END SEGMENTS

STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN: (1), (2), (3), ETC.

◎ - INDICATES DEBONDED STRAND.



STRAND PATTERN
PRECAST MID-SEGMENTS

STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN: (1), (2), (3), ETC.

◎ - INDICATES DEBONDED STRAND.

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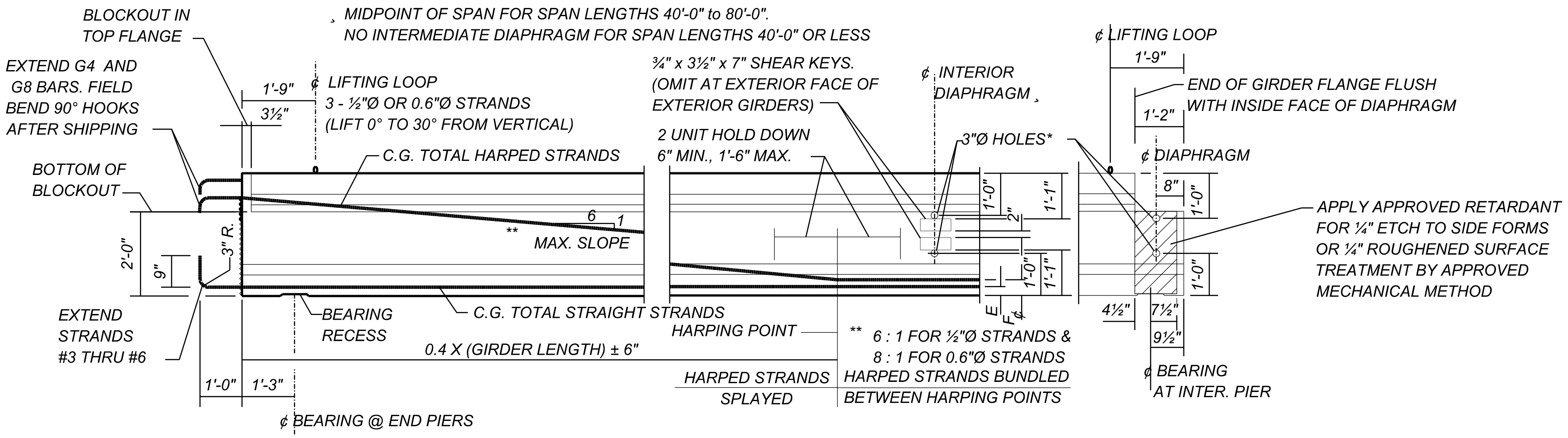
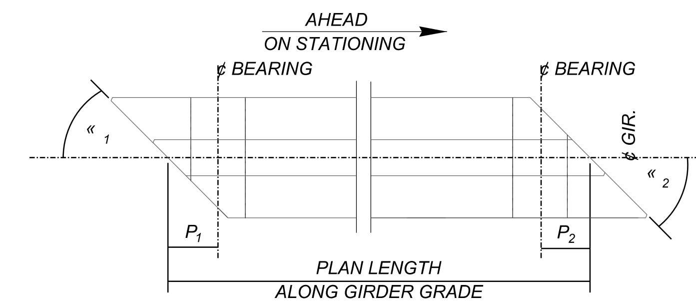
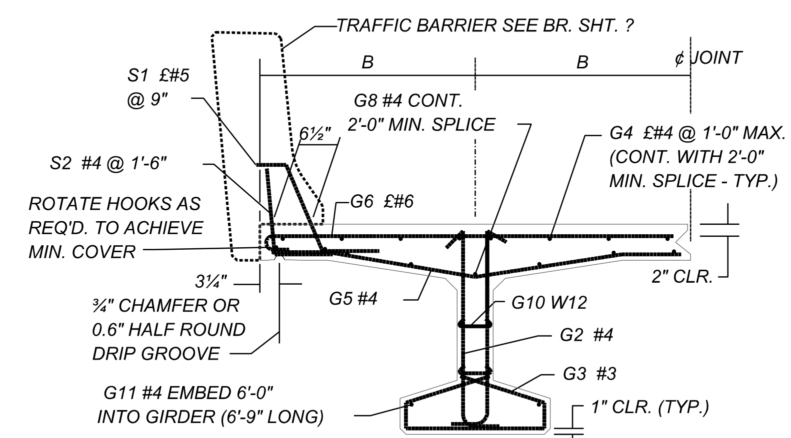


GIRDER ELEVATION



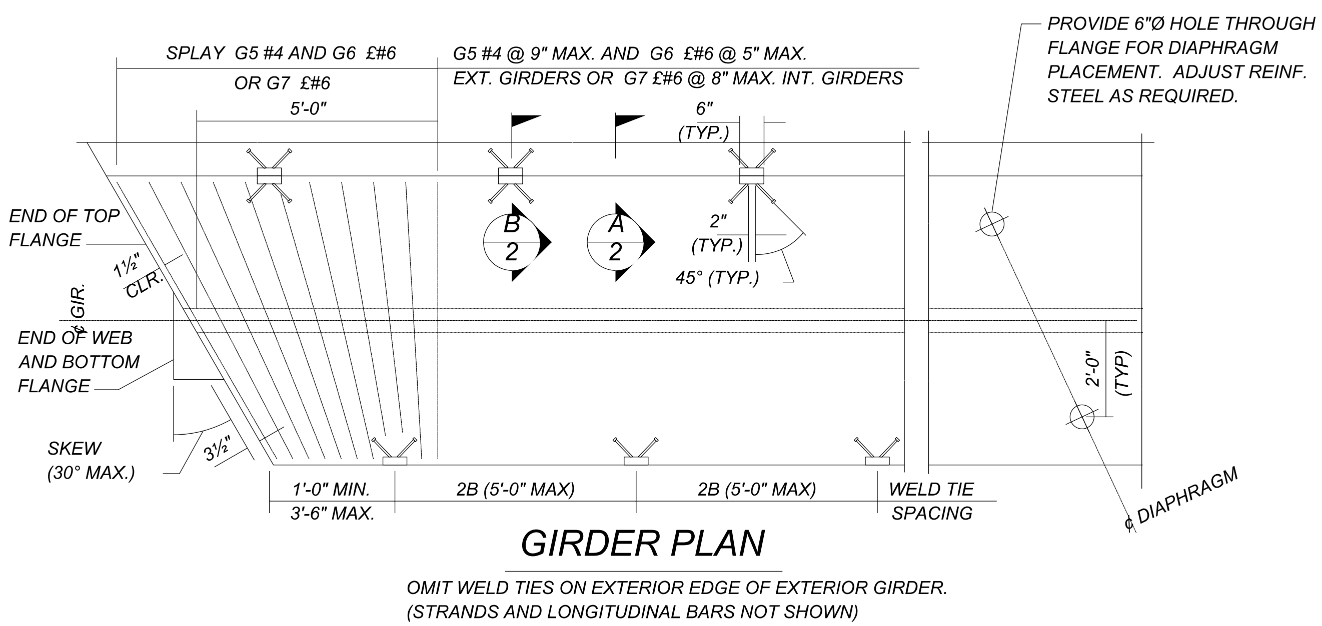
END 1

END 2



EXTERIOR GIRDER REINFORCING
NEAR GIRDER END

FOR DETAILS NOT SHOWN, SEE INTERIOR GIRDER

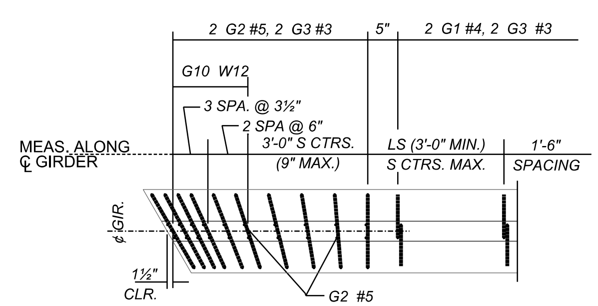


GIRDER PLAN

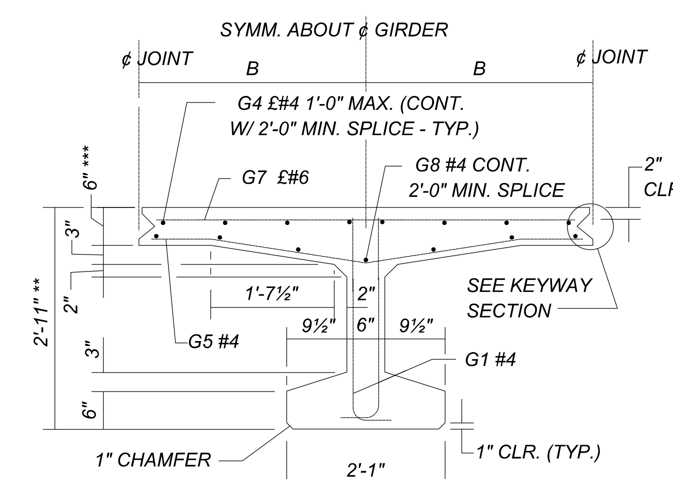
OMIT WELD TIES ON EXTERIOR EDGE OF EXTERIOR GIRDER.
(STRANDS AND LONGITUDINAL BARS NOT SHOWN)

£ DENOTES EPOXY COATED

△△ #3 OR #4 BARS MAY BE USED IN LIEU
OF W12. FIELD BEND IS OPTIONAL.



PLAN SECTION THROUGH GIRDER WEB



INTERIOR GIRDER REINFORCING
NEAR MIDSPAN

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$$date$$

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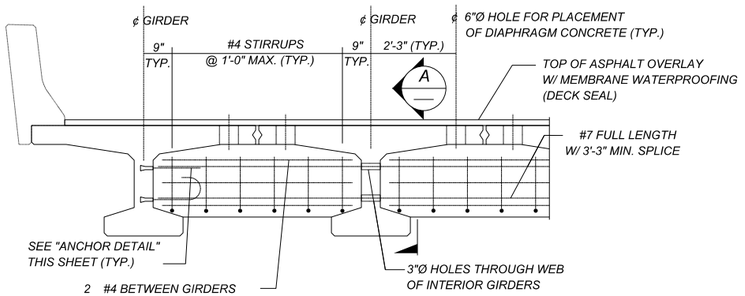
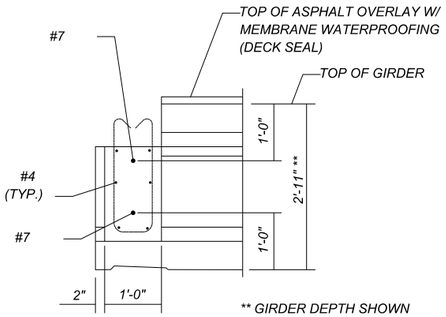


ELEVATION - TYPICAL END DIAPHRAGM AT INTERMEDIATE PIERS

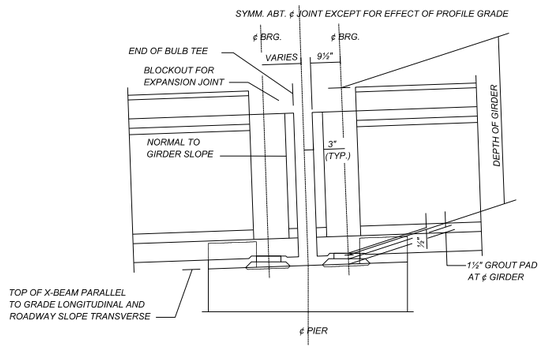
CONCRETE CLASS 4000, CAST IN PLACE



** GIRDER DEPTH SHOWN IS AT ℄ OF SPAN

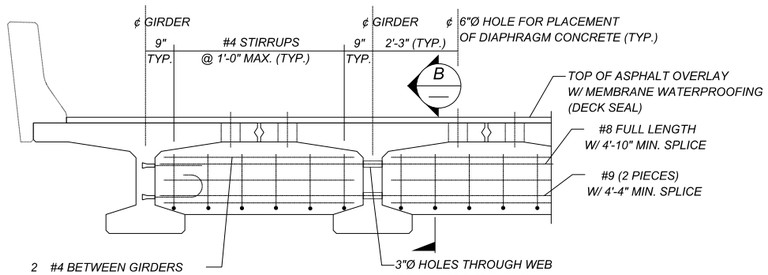
SECTION A

LONGIT. DIMENSIONS ARE NORMAL TO SKEW



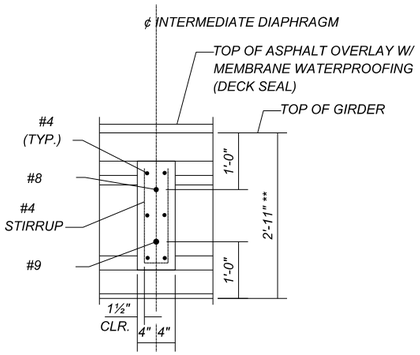
END DIAPHRAGMS AT INTERMEDIATE PIER

LONGITUDINAL DIMENSIONS ARE NORMAL TO PIER

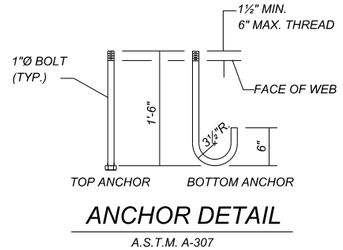


ELEVATION - TYPICAL INTERMEDIATE DIAPHRAGM

CONCRETE CLASS 4000, CAST IN PLACE

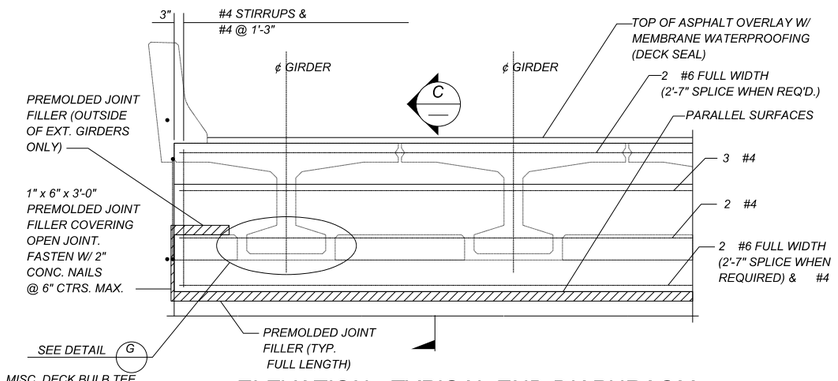


SECTION B



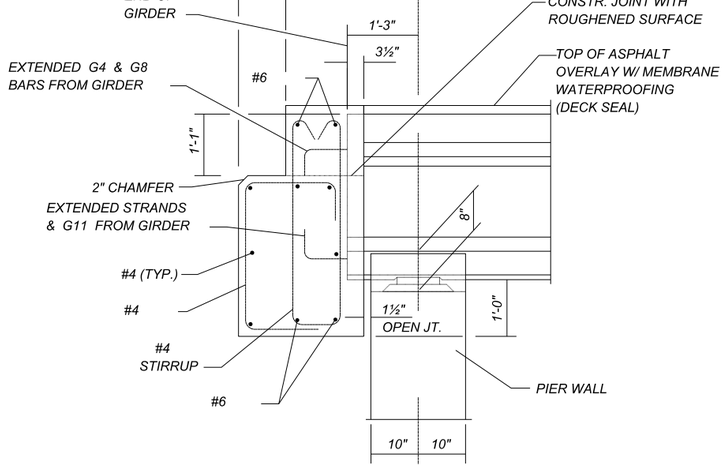
ANCHOR DETAIL

A.S.T.M. A-307



ELEVATION - TYPICAL END DIAPHRAGM AT END PIERS

CONCRETE CLASS 4000, CAST IN PLACE



SECTION C

ALL LONGITUDINAL DIMENSIONS SHOWN ARE NORMAL TO ℄ BRG.

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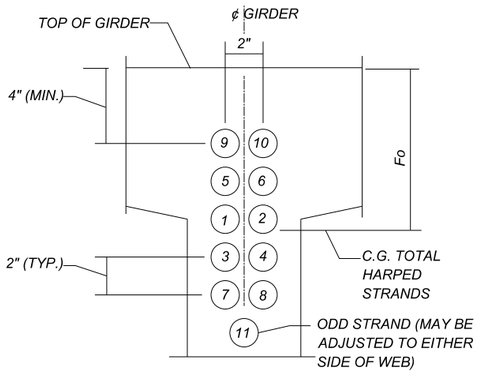
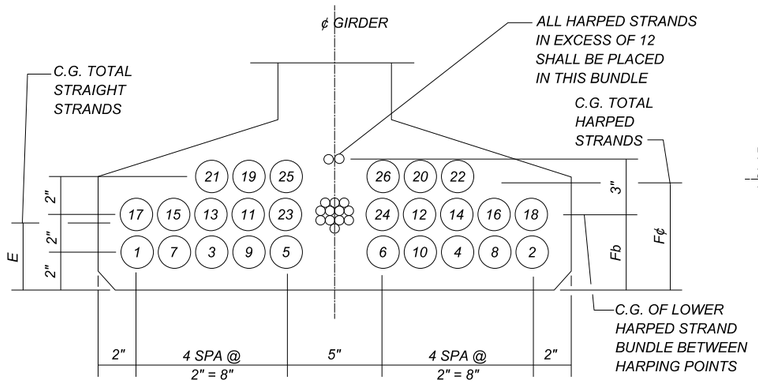


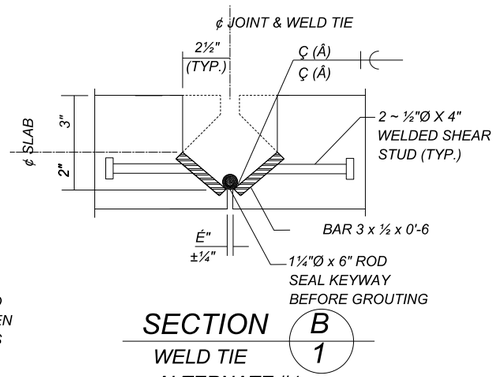
STRAND PATTERN AT GIRDER END

HARPED STRAND LOCATION SEQUENCE SHALL BE AS SHOWN 1 , 2 ETC.

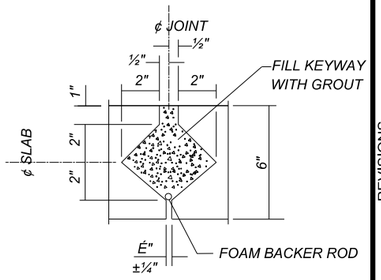


STRAND PATTERN AT ℄ SPAN

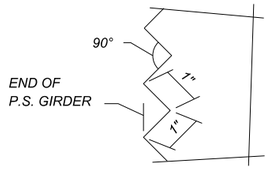
STRAND LOCATION SEQUENCE SHALL BE AS SHOWN 1 , 2 ETC.



SECTION B / 1
WELD TIE ALTERNATE #1

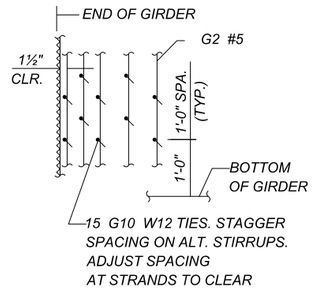


SECTION A / 1
KEYWAY

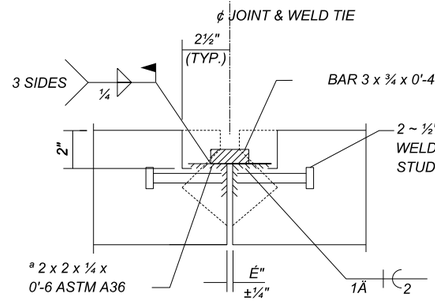


SAWTEETH DETAILS

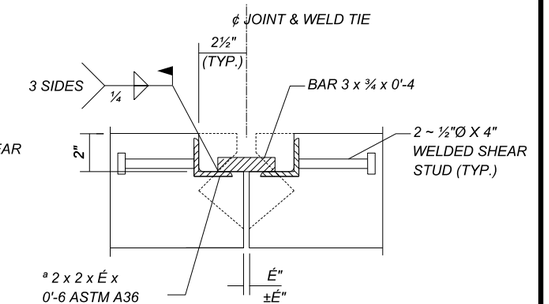
SAWTEETH ARE FULL WIDTH -
USE SAWTEETH KEYS
FROM BOTTOM OF BOTTOM FLANGE
TO BOTTOM OF LOWEST HARPED STRAND



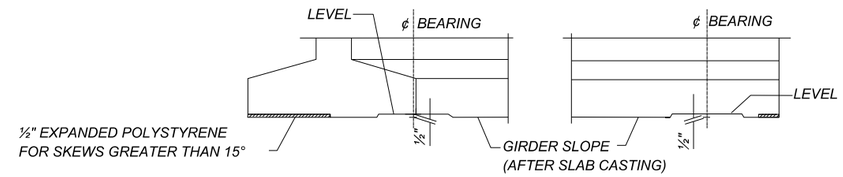
TIE SPACING DETAIL



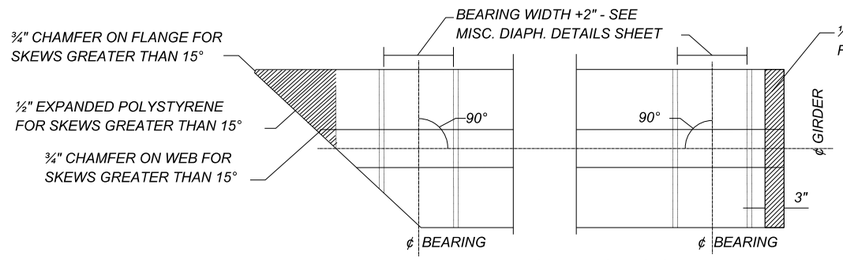
SECTION B / 1
WELD TIE ALTERNATE #2



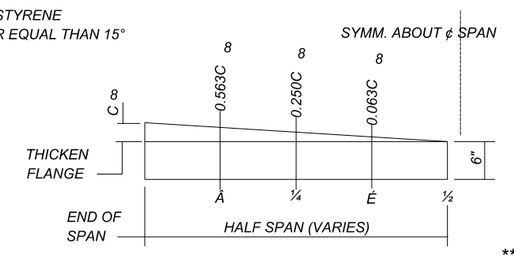
SECTION B / 1
WELD TIE ALTERNATE #3



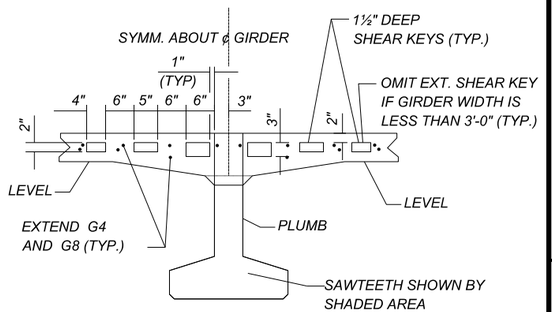
ELEVATION



PLAN - BEARING RECESS & BOTTOM FLANGE SPALL PROTECTION



GIRDER FLANGE THICKENING **



NO.	DATE	APPR	REMARKS
REVISIONS			

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — DATE

CHAIRMAN STANDARDS COMMITTEE APPROVED — DATE

DEPUTY DIRECTOR

STD. DWG. NO.

G - 12

$$file$$

$$done$$

DRAFT - NOT RELEASED FOR CONSTRUCTION